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UNION PACIFIC EMPLOYES' MAGAZINE.

VOL. IV. FEBRUARY, 1889. No. 1.

VOLUME FOUR.

The UNION PACIFIC EMPLOYES' MAGAZINE has completed three years of its existence; with this issue volume four commences.

Its nearest friends, who have watched and supported it from the start, are confident that it has improved as it has grown older. We are certain that it has gained supporters, the subscription books indicate that. We believe that its merits, taking all things into consideration, has been one of the aids to this. It is not necessary to speak of what might have been if—, for, taking into consideration the rise and fall of what it has been started by workingmen for their own benefit, we have need to congratulate ourselves that the MAGAZINE is still in the ascendency.

One star in its crown is seen in the fact that it does not suit everybody, it was not intended for that purpose; we can truly say that we have never attempted that impossible feat. The principles that the MAGAZINE advocates cuts too deep into the marrow of some to engender love for it from them. If it is able to command that respect, which is born of fear, from such in the future it will be the best indication that the MAGAZINE is progressing.

It has not suited some because what it has published did not correspond with their ideas, such having forgot or never knew that the pages are open for the expression of their views. When anyone objects to having arguments advanced in favor of what he does not believe in it is safe to conclude that such a person is afraid that he is wrong and that some one will expose him, in fact he generally knows he is wrong.

Some think that nothing should be said on the tariff question, that such a question should be left to political periodicals, probably those in favor of the employer as against the employe. But all the argument that is made for either side of the tariff is for the workingman's interest. It is strange that anyone would object to a workingman's journal discussing such a vital one-sided question, for it is workingman vs. tariff or no tariff. Such objections are not honest ones.

Some think that it has too much to say on one side of the question, evidently on the side they were not on, which is one way of confessing that that side has got the best batteries and to their own weakness.

One subscriber writes: "If you do not support the Union Labor party I don't want the MAGAZINE," and others have made equally as foolish demands. They evidently believe in driving men rather than leading them, the past should have learned them better than this. Such think that there is more in names than there is in principles. They forget that the principle

that thousands are trying to advance under different names are as old as humanity.

Some object because certain men write for it; such will probably object to going to heaven for those same persons will be there if anyone is.

Take all these together and their like in any of the affairs of life and they act as a benefit, they create an interest, they set some thinking and think themselves, and, while they may stop paying their subscription they will satisfy that interest by borrowing from some one else.

The MAGAZINE will be continued in the present size and form; it will depend on the men along the line of the Union Pacific system for its support and whose interests it will continue to support. It is to be hoped that its pages will be used more freely by them all for the ventilation of their views on general subjects and the exposing of the evils that surround them. If any are justified in complaining to their working fellows of an evil of a general nature it is equally right to make such complaint known as generally as possible, nothing but good can come from it in the long run.

A high official asked us a short time since why we did not insist on having all correspondents sign their full name. We do, but not for publication, and for the reason that it would not have the same effect. Many do not care what John Smith, the wiper, has to say and consider it unworthy of notice, while if they did not know who wrote it they may conclude that whoever it is they have a very level head, besides it protects the writer from the conspiracies of the powers that be, which force is wasted on the larger and better protected body.

The MAGAZINE will continue to *try and act as an educator* and to lay the elements for a desire for a deeper and more extended knowledge of things that go to help make the daily toil easier and more productive, the home better and happier and the living of life worth more. None of which can be got from reading alone, if we set any on the right track to lead to these we will do all we hope for.

There is nothing that will convince a man that he is right or wrong on any idea, that he may have, than to write out for the benefit of others his views. The pages of the MAGAZINE are open to all, it is not necessary to know what he works at or what station in life he has or what educational advantages he may have had; many of the best thoughts have been expressed in a rough method and came from unpolished minds. We hope to see volume four bring out the latent talent that can be found in every body of workingmen. We hope to see some of those employers, who fill official positions, who now criticise privately what may appear on these pages put it in writing for the benefit of all. Many of such believe that their acts should not be criticised, but he who fears criticism and will not defend his acts admits that their critics are right.

The new design of the title page that appears with this issue was furnished by the Union Pacific Company after our own design. The Company is well repaid for any outlay in this by the advertisement that it gives them, aside from the benefits arising from aiding a periodical that tends to make a better and more intelligent class of employes. The arrangements for having the new design engraved at the Company's expense were made by Mr. Choate, Superintendent of the Colorado Division, who in doing this showed considerable interest in advancing the welfare of the MAGAZINE. He and

the Company he represents has shown in this is what can beappreciated by all reasonable men.

Volume four appears with bright prospects; let it have the support of those who are the most interested in its advancement and it will continue to grow brighter.

KEEPING MEN INTERESTED.

How often do officers and regular attendants at the Assembly or Union complain of the slack attendance at the meeting and the apparent lack of interest in the work and welfare of the organization.

"Is there anything special coming up to-night in the lodge," is a question often asked the officers, who are always expected to be there, "for if there is not then I will not be up." Others don't even take that much interest, pay their dues, perhaps, to some one that will take it in and in time, perhaps, forget even that part of the duty; it has always been so with everything pertaining to the general welfare of the masses, especially during seasons of prosperity, but how wonderfully interested those same persons become when they get into trouble; a reduction in pay is threatened, a lay-off takes place, some new rule of the corporation employing them is put in force which they do not like; they know then where to go or at least look for assistance. Suppose all had acted the same as they had where would they have to go to, would any organization have existed? Should one be more interested than another?

If it was not for the constancy of the few how little we would know of the possibilities of the human race. How many reap where they sow not.

"Cannot something be done to interest the members and bring them out to the meetings and something done to interest them when they get there?" the anxious, earnest ones exclaim.

If men were supposed to be treated as infants it might be a sensible question, but there is some difference between men and babies, in years if nothing more. A baby can be interested by some one blowing a whistle, making a jumping-jack dance, or squacking a doll, and such is to be expected, but has the same plan to be adopted to interest men? Who are supposed to be in a mutual organization, equally interested in the success of its work? It looks like it, but who is to do the interesting act? If the officers get tired of it there is a party that generally steps in about that time when he thinks it is his turn and generally gives them more than enough to dance to in the shape of a reduction in wages, or putting on the screws a little harder in some other direction, and then the cry is, "Why don't some one do something; the cussed organization is no good." And such is generally the kind of amusement that again revives the interest in labor organizations.

A church has something of the same experience, it is revived by alarming the people regarding the terrible hereafter.

Fear appears to be what moves humanity, it is the fear of hunger that makes men work. The only fault of this is it often happens that the danger is not realized till it is too late.

The corporations, capitalists, etc., are not as bad as they are given credit for being; they have not taken half the advantage of their prey nor gone as far as they might have done; policy, perhaps, governs them at such times, not wanting to quite kill the goose in trying to squeeze out more of the golden eggs fearing death might result, or the goose become alarmed for its own safety. They should at least be given credit for bei

charitable, men that are not interested enough in their own welfare to guard it certainly must owe something to the charitable inclination of the purloiner that does not take all.

If one part of humanity must always be relied on to keep other parts interested in what is to the equal welfare of all the millennium will never be reached, there will always be the greatest mass in the rear of the line of life's march; the poor will certainly always be present.

There certainly is a moral duty involved on the stronger of all classes to encourage and assist the weaker, but that duty involves on all alike, each should do his part in proportion to his strength, there is a limit to the endurance of all. It is not at all strange that men are found who push ahead of their fellows in life's struggle, leaving the weaker far behind; they are the ones who have become extremely interested in their own welfare, so much so that they, having tired of waiting for others to awaken, have pushed ahead and have lost sight of their listless fellows. If there were more like them the conditions of life would not show such great contrasts, there would be a larger number at the front.

What will make men interested in their labor organization is what will make them interested in their own welfare; they must know the need of constant watchfulness for the safety of what is near and dear to them. It is what will make them ambitious to stand higher in the world, to have more of the pleasures of life; when they reach that point they see the need of removing obstacles that are found in the way, either of laws, customs or their own ignorance.

The order for a reduction in wages in 1884 was what caused men along the line of the Union Pacific to become suddenly interested, each man knew he could act for himself but each saw his personal helplessness and the need of uniting the individual parts for a common pull. If any who were then interested have forgotten it a simple reminder may be all that is necessary to revive the interest, they should be ashamed to admit that anything further was necessary. Such men should be intelligent enough to act on what they know without requiring anyone to tell them.

THE REDUCTION OF SECTION MEN'S WAGES.

The Union Pacific Railway Company has demonstrated the past month that it is composed of mortal men, endowed with the same desires as other men; that the desire is to reduce wages; that they do not want to pay more than they think they have to; that they like to be in the fashion. A great many had undoubtedly forgotten this, thus the demonstration was necessary or, perhaps, *consequence.*

An order reducing the wages of the section men fifteen cents per day has been issued, so far, a very simple thing, as yet nothing more than the fact.

Those parts of society who have to breast the danger and hardships that nature gives, see little of the comforts of life, steady employment uncertain, shifting from place to place when necessary to seek a bare existence must be asked, or rather compelled from the fact of their necessities, also to face the grasping cupidity of man.

On what basis of justice, right or necessity can such be justified? What manner of man is responsible for it, will anyone assume it and attempt to justify himself? Is it simply because they can? Will they justify themselves with might, the might of the robber? Had want reached so close the

hearthstones of the stockholders or bondholders of the Union Pacific that such desperate measures was necessary? If so it is very doubtful if the relief will be lasting if it gives any at all. A reduction in wages on men, who as it was only barely existed, takes the form of oppression; the oppressors of the past certainly have nothing to be happy over, the reaction has often overwhelmed them.

Cheap labor like cheap goods generally proves the dearest. If a fair day's labor for a fair day's pay is right, an unfair day's labor for an unfair day's pay must be also right. That conscience that dictates the first does the second. If one side has the right to decide what is a fair day's pay the other side must certainly have the right to decide what is a fair day's labor. If one assumes the right, the other will.

There is a conscience that prevades humanity that makes men hate oppression, that makes man reach out in behalf of the oppressed; it is that conscience that has driven men to give up life and treasures to eradicate chattle slavery. It acts slowly but surely; it is never in the wrong. It invades the hearts of all classes, it stings the hearts of the guilty. Whoever is responsible for a reduction in wages on who are already at the bottom cannot rest any easier at night. While he may disguise it he still will have the feeling of one who has done a mean thing in another way, and is conscious that his fellowmen know it. If it was not for that conscious the world be worse than it is. A man who is unsusceptible to its influences is a menace to society, having lost his manhood, society, for its own protection, should treat him as any other beast of prey.

The *mere reduction* of the sec*tion men is not* what demands attention so much as what underlays the fact. It calls for thought; the why demands attention. The study of diseases that effect the body has created the science of medicine; the afflictions of others made a demand for it, all ultimately reap the benefits. Experience is the teacher. Reductions have taken place before, but there is certainly a limit to reductions. The age is too progressive spirited to see a backward move without considering it. There are children growing up who feel the effects of reductions, they never forget it, it comes when their minds accept such matters in their natural form, it brings together a combination of reasoning and revenge which is often seen moving with powerful effect.

Rail road companies want faithful employes, a reduction never made such or attracted them to them.

OFFICIAL CHANGES.

A bulletin had been posted along the line of the Union Pacific system announcing that Mr. Clem Hackney will resign on Feb. 1, 1889, and Mr. Geo. W. Cushing will supercede him as General Superintendent of Machinery. Another bulletin informs the employes that the office of General Superintendent has been abolished and the work of this office will be divided between two Assistant General Managers, Mr. G. M. Cummings and Mr. C. S. Mellen, to whom Division Superintendents will report. Mr. Cummings to have charge of the Wyoming and Idaho Divisions, with headquarters at Salt Lake City, and Mr. Mellen to have charge of the Nebraska, Kansas and Colorado Divisions, with headquarters at Omaha. The Assistant General Managers to report to the General Manager.

The employes of the Company have become so accustomed to off

cial changes and rumors of changes that they have no occasion to be startled unless it be those that lived under the patronage of the outgoing gentlemen. The comment that is called out by the changes is in the direction of trying to solve what it all means; how will it effect them is what is the most important question to know, and it probably all depends on how much interest they take in the question.

The official changes, that have taken place on the Union Pacific the pastfour years, indicates to the observer that there has been considerable restlessness among the powers back of the management; that something has been wanted that has as yet not been found; that a great deal of expensive experimenting has been done.

It would seem, however, that a road as old as the Union Pacific, would have been to the front in the invention and adoption of improvements in railroading that would have set an example for the rest of the railroad world, and would have had a corps of trained men capable of going ahead and showing the best possible results in the conduction of the business and would never have to seek the graduates of other younger roads to fill the responsible positions, on the contrary would have had other roads seeking their men; perhaps as good results as possible under the circumstances have been reached, and perhaps they have better men than they can find on other roads if they only thought so; and they certainly would have had if there had been a more constant progressive policy adopted years ago, and then have stuck to it.

The present management has been hampered by the results of past mismanagement, and it has been to the interest of competing lines to see it continue and to use *their power in that* direction. The Company has needed loyalty to it and it would seem as if a greater amount of this could be found at home than elsewhere; this is what should be true, if it is not it is the result of past blindness.

If the mechanical department need improving, as it undoubtedly does, it will require mechanics to do it and direct what must be done and not be interfered with by the graduates from roadmasters, train dispatchers, or clerk's positions; who are all right in their place.

There is no occasion to regret Mr. Hackney's leaving more than over the discharge of any other employe from a good job, in any case another position must be found and he is evidently able to look out for that. He certainly does not leave with the general bad will of the employes against him. During the comparatively short period he has been at the head of the mechanical department there has been nothing arisen that has brought him prominently before the employes under him, and the query has often arose as to what extent his authority reached, there appearing to have been in the past few years no distinctively mechanical department on the road; perhaps the results desired would have been developed if it had appeared more plainly.

What will result from the coming administration of Mr. Cushing time along will record; rumors and surmises enough, good and bad, are afloat. He has been one who has changed around a great deal in his time, he does not remain with any one corporation very long, but that fact might be as much in his favor as against him. Whatever the future may show from his management, he, like all others in a similar position, must depend, in a great measure, on his subordinates from the highest to the lowest; he must have their confidence, co-operation and

good will to succeed, and the necessity for this is increasing each year.

Any operator and manager of men can have their good will, bad will or indifference, and Mr. Cushing will find that there are among those who have come under his direction plenty who are susceptible of any one of these conditions, besides some who will seek his good will on account of the position he holds regardless of their individual thoughts.

THE END OF THE "Q." STRIKE.

After over ten months of presistent effort, the strike on the Chicago, Burlington and Quincy has been declared off. Who has won? The Brotherhoods have not gained what they struck for ; but has the Company gained anything, or more than temporarily prevented what they objected to. They have lost more than would have paid their men the difference that they asked for decades to come, and the question over which the strike was inaugurated stands out more plain than ever.

A few men have suffered through defeat; but only temporarily, tens of thousands living and yet to be born have been benefitted. The discussion of principles involved in the labor problem has been forced into places where it appeared heretofore almost impossible to reach, and which places it was necessary to reach.

Two of the great conservative labor organizations have strained every nerve to gain their object. They come out of it stronger than ever ; more firmly convinced than ever that they were right, and have learned, what in labor struggles, is strength and what is weakness ; that there is many antecedent preparations necessary to the success of war ; that men can be conservative statesmen rightly, but that they must be radical generals to be successful.

Aside from this practical knowledge they have demonstrated to all corporations that it pays to be reasonable, and that men are very much alike, no matter what they work at or under what name they organize.

Every branch of organized railroad labor has now had a struggle, unless we accept the Anti-strike-for-right organizations; there has been found the common ground that all stand on.

The Brotherhoods have shown wisdom in declaring the strike off when there was nothing to be gained by continuing it. "He who fights and runs away will live to fight another day."

There is no use complaining of what if—might have been ; they are just as right as ever they were, the right principles that labor is fighting for the world over, will always be right and if the present generation fails the next will be forced to carry it on. The time lost in such struggles is not wasted though it would be just as well if it were possible to save it. One side can stand it longer than the other, for it has nothing to loose and all to gain. When all become satisfied with the judgment of right reason, then and then alone will the waste stop; it matters not which side proves the unreasoning, for it is not alone on one side.

Statisticians will be at work now and produce appalling figures of what the men lost in wages by the strike, but it will prove nothing; the men would have only lived anyway. They have, as it was and did not suffer, nor has any one who has aided them.

Men will spend four years or more at college to learn something, and it pays. It pays labor organizations to spend a little time for knowledge when it cannot or will not be gained in any other way.

THE UNION PACIFIC HOSPITAL.

As our frontispiece for this issue, we present to our readers a view of the Union Pacific Hospital and grounds at Denver, which has been engraved expressly for the MAGAZINE.

It is what the picture indicates, a quiet, home-like place, well calculated for the purpose for which it was built. It is located in the northeast suburbs of Denver and about two and a half miles from the City Hall,

It was built in 1883 by the Union Pacific Company at a cost of $6,800, about one-half coming from the funds collected from the employes for the maintenance of the medical department of the road.

The present Hospital or Medical Department of the Union Pacific Railway system has evoluted from a start made by the employes of the Smoky Hill and Denver division of the Kansas Pacific, who in May, 1881, organized under the title of Smoky Hill and Denver Division Hospital Fund, a voluntary system of aiding each other when sick or injured, adopting a constitution and by-laws; the company donating the use of a building at Ellsworth for a hospital. The fund was under the supervison of a board of directors, which consisted of one member from each department of each division, and were appointed by the Division Superintendent. The Board of Directors for the first year were: J. E. Hubbard, S. J. Martin, R. McDougall, D. W. Vaughn, M. K. Brundage, L. O. Wood, P. McMahon, E. R. Ward, J. B. Bailey, Geo. Dwinnen, P. J. McGill, J. Barry, J. Joyce. Geo. F. Wright was the surgeon. An assessment of fifty cents was collected. The plan proved satisfactory and the following year the Company took complete control of it, and extended it to some of the other divisions and collected an assessment of fifty cents per month from the pay of each employe. This met with some objections on some divisions and was not established for some time. The amount collected was reduced to forty cents February 1, 1884, and then extended throughout the system.

When the Company first took full charge of it arrangements were made for the accommodation of patients at Denver, Laramie, Ogden, Omaha and Kansas City; and Dr. S. D. Mercer, of Omaha, was made Chief Surgeon.

The plans for the present building at Denver were made and the building commenced, and was first occupied early in 1884. It was undoubtedly the intention that each employe would reap benefits from the fund in case of sickness or accident, but it proved a failure as then managed. There were local physicians appointed at the various points along the line where there was division terminals, who would attend a man in case of an accident, but only till he could be sent to one of the hospitals; the patient paying for medicines.

The conduction of the hospital department was anything but satisfactory, it soon gained a reputation that was anything but enviable; only such unfortunates as had no home or means to pay for care anywhere else would go to one of the hospital, which was the only way any benefit could be had; and few expected or accepted any care or assistance from the fund. These complaints must have reached the ears of the Chief Surgeon and other officials but appears to have had no effect. The chief surgeon evidently intending to conduct affairs as he pleased, even if the employes did pay for it, and also see that he was well paid.

Soon after the employes organized in 1884, their attention was directed to affairs at the hospital. A committee was appointed in

July to visit the place and their report was printed and sent out over the road. It showed the condition to be anything but satisfacfactory. The patients were not receiving proper care; they were allowed to lay, as seen by the committee on a hot day in July, covered with flies, with which the wards were literally alive; the food was not what it should be; there was no night nurses, and an insufficient number during the day; the Sisters, who had a contract for boarding and caring for the patients at a rate of $4.00 a week, said they could do no better on the amount, which was evident. The amount that came into the fund must have been sufficient if it had been properly disbursed.

The Committee wrote to General Manager Clark, asking for a statement of the receipts and expenditures of the fund; to this no reply was received; but when Mr. Callaway became General Manager, he replied to the Committees letter, which he said he had found in his office when he assumed his duties, and referred the Committee to Dr. O. J. Pfeiffer who had been appointed to supercede Dr. Mercer. The Committee waited on Dr. Pfeiffer, at Denver, who assured them that if they would give him time in which to bring around the changes he saw were needed, he would attempt to make the Hospital Department a credit to the system and a satisfaction to the employes.

About this time Mr. Callaway issued an order reducing the monthly assessments to 25 cents, which was certainly a mistake. He evidently believed that the employes complained against the amount rather than the way it was disbursed.

Mr. Callaway being pressed for statement of the disbursements of the fund prior to his assuming his position, replied he was unable to do it; that the former accounts had been so handled that it was impossible, that there were large sums that could not be accounted for, that the employes, under the circumstances, would have to be satisfied with a new beginning.

Dr. Pfeiffer has kep this word to the employes. While the lack of funds from the small assessments has hampered him and retarded many improvements, the expenditures for the year 1887 amounting to $72,442.72, being $22,266.47, over the receipts, and 1888 $62,789.16, being $14,087.91 over the receipts. If the assessment had been 35 cents for 1888 there would have been $5,392.59 ahead with which to make improvements and extend the benefits; still he has brought the benefits practically within the reach of every employe. Employes sick or injured can be cared for at their homes or at the hospital as they choose; the matter of being allowed to stay at home and receive benefits being excepted only in isolated cases, and including medicines; arrangements having been made at regular drug stores to fill all prescriptions of local physicians of the department. At each shop on the road there has been supplied a medical chest containing all that is immediately necessary in case of accident.

The treatment, food and care at the hospital is all that can be expected.

Beside the Denver Hospital, the one at Ogden, leased by the company, has been improved and wards are used at the St. Joseph hospitals at Omaha and Kansas City, and temporary accommodation at the St. Joseph hospitals at Cheyenne, Laramie and Topeka.

The physicians attached to the medical department at present are Dr. O. J. Pfeiffer, Chief Surgeon. Division Surgeons—Drs. Hoffman and Galbraith of Omaha; John W.

Perkins, Kansas City; Geo. W. Perkins, Ogden, Utah.

The following are the Assistant Surgeons with their residence:

OMAHA DIVISION.

J. H. Cleaver, Council Bluffs, Iowa,
D. C. Bryant, Oculist & Aurist, Omaha.
J. D. Miles, Schuyler, Neb.
D. P. Martyn, Columbus, Neb.
M. J. Gahan, Grand Island, Neb.
Dick & Donaldson, North Platte, Neb.
M. W. Stone, Wahoo, Neb.
Geo. H. Peebles, David City, Neb.
Chas. S. Hart, Lincoln, Neb.
D. A. Walden, Beatrice, Neb.
Alex Bear, Norfolk, Neb.

OGDEN DIVISION.

W. A. Hocker, Evanston, Wyo.
O. C. Ormsby, Logan, Utah.
James H. Bean, Eagle Rock, Idaho.
C. A. Hoover, Montpelier, Idaho.
T. J. Redmond, Shoshone, Idaho.
N. J. Brown, Hailey, Idaho.
Albert F. Isham, Caldwell, Idaho.
T. J. Murray, Butte, Mont.

DENVER DIVISION.

W. F. Wilson Oculist & Aurist, Denver.
C. B. Lyman, Dispensary Surg., Denver.
Jesse Hawes, Greeley, Colo.
H. W. Stevens, Cheyenne, Wyo.
H. L. Stevens, Laramie, Wyo.
T. G. Ricketts, Carbon, Wyo.
J. E. Osborne, Rawlins, Wyo.
E. D. Woodruff, Rock Springs, Wyo.
John H. Gilligan, Green River, Wyo.
C. H. Field, Sidney, Neb.
J. N. Hall, Sterling, Colo.
Josiah Slick, Como, Colo.
A. J. Lanterman, Buena Vista, Colo.
B. S. Galloway, Leadville, Colo.
Norman McIntosh, Gunnison, Colo.
John P. Kelly, Golden, Colo.
E. A. Lee, Fort Collins, Colo.
R. J. Collins, Georgetown, Colo.
W. B. Sutherland, Loveland, Colo.
John Haggart, Hugo, Colo.
A. B. Jones, WaKeeney, Kas.
E. P. Rohrbaugh, Ellis, Kas.
R. M. Mayfield, Boulder, Colo.

KANSAS CITY DIVISION.

W. C. Tyree, Oculist & Aurist, K. C. Mo.
S. E. Sheldon, Topeka, Kan.
W. W. Walters, Leavenworth, Kan.
E. D. F. Phillips, Lawrence, Kan.
H. W. Morgan, Clay Center, Kan.
Chas. H. Guibor, Beloit Kan.
Dougherty & Hays, Junction City, Kan.
E. D. Bradley, Brookville, Kan.
J. T. Scott, Holton, Kan.
A. D. Smith, Wamego, Kan.
W. A. Phillips, Salma, Kan.

A cheerful face is nearly as good for an invalid as healthy weather.—*Franklin.*

ADVICE TO CORRESPONDENTS.

As the February number of the MAGAZINE commences the fourth volume, it occurs to me that this will be a fitting and opportune time to say a few words to the correspondents at the different points in the district.

The portion of the MAGAZINE devoted to the letters of the correspondents is, to my mind, one of the most important of all, as it gives to the readers a synopsis of what is taking place, as well as what is likely to take place, and for that reason the benefit to all cannot be over estimated. Of course the letters from your correspondents do not meet with the approbation of some; but this is to be expected. He is a wise man who profits by just and fair criticism of his words and acts. Some of your correspondents have critizised a little severe ; some of the acts done by foremen and master mechanics, but not more severe than the causes for such criticism demanded, and as D. M. W. I trust that the correspondents will continue their work. Up to the present, I believe their correspondence has been truthful and without prejudice to any one; although plenty of cause for prejudice has been given by some of those clothed with a little brief authority. My advice to the correspondents is to follow in the line they have been doing. Let truth be their motto, truth hurts no one except those who seek it to prevert it. I consider we have as much right to question and to criticise any act of our foremen or others, as we have to call to question the acts of our legislators in State or National Assembly.

Further, I believe that it is a duty we owe to ourselves and to our employers to watch every move made by those who, for the time being, is conducting the business of our employers, since we

the workmen, have in a great measure to bear the burden and suffer the consequences of ill-advised action, or any mismanagement on the part of those who are in charge. Seldom or never does the blame fall on the head of those who are really the cause of the wrong done, but the weak and innocent has to suffer. To put a stop to this kind of thing, it is necessary that we should as far as possible put the blame were it rightfully belongs, and we cannot do this without being always on the alert, with our eyes and our ears open.

Things on railroads have been and are being run in anything but a satisfactory manner to the stockholders as well as the employes, if the daily papers can be relied on for information. This state of things has been brought about by ill-advised action on the part of the officials of the different roads, which might have been ventilated ere this had employes taken more interest in such things. But up to the present we are the only employes of a railroad company that takes the interest sufficient to warrant us in exposing anything which we think is detrimental to the company as well as to ourselves.

Our efforts in this direction may not meet with that encouragement which they ought to do at present, but we can rest assured that the recognition which such services to employers should receive will be given in due time.

Believing this, my advice to the correspondents is to pursue the same course as they have been doing in the past. It may hurt some but it is the good of the many that we are after, therefore, keep up the correspondence, let it be truthful and without prejudice as it has been in the past and it cannot fail in being productive of much good to all concerned.

THOS. NEASHAM, D. M. W.

IS FEDERATION NECESSARY.

This is a question that has been largely discussed. In this article I do not wish to be misunderstood. I am not opposed to any labor organization, but I am strongly opposed to the selfishness that exists in all. Only a few years ago I could not have joined any of them because I had never served the necessary apprenticeship. George Stephenson, the greatest engineer of modern times, would have been refused admission in another for the same reason. Each organization had its prescribed limits, between them all the rejected, nearly all who toiled for a living; as every new party or every new creed only weakens the parent stem, the same effect is produced by new labor organizations.

Yet it is desirable for new ones to grow, and in proportion that they grow better than the old, they will take the place of the old.

What we want now is to educate all to regard the rights and opinions of others on an equality with their own. It is to be regretted that there are so few wage workers in different societies who cannot with moderation discuss even a political issue, to say nothing of a difference of opinions on other questions that might come up without arousing sentiments of hatred toward each other.

All have from time to time been forced to organize for self protection, and all virtually have the same object in view, from the beginning a number in certain trades combined to control that particular trade, eventually others do the same, and finally all are organized as it seems against each other. Has this not been the experience of the past. 'Tis true they are becoming more tolerant with each other. Necessity may compel us all to improve faster in this direction, the caterpillar principles of all must be discarded if we wish to succeed. Theoretically all are right—sometimes--but what we want is practice.

We will suppose now we are fully organized in the different trades, and should the Brotherhoods be compelled to resist some encroachment on their rights would it help them for the K. of L.

sympathize with them while they repaired engines for those who would take their place. The K. of L. would be no exception in a case like this. Not many years ago, engineers considered it their first duty to assist the company to do the work on their engines when other mechanics where on a strike. But in the case of the C., B. & Q. strike, where is there an engineer that does not know that the men that kept the engines in repair were no better than those who took their places. They know in times like these, there is no neutral position that you are for or against the enemy.

They know the only difference between those who took their places and the other employes was, one did all they could to keep them out and the others helped them all they could. With such a federation how could they help but succeed? Since the Q. strike quite a number have spoken in favor of, and I believe would enter into a permanent federation. But there are still too many who will only think of a federation when they have agrievances to settle, and perhaps when that was settled it would settle the federation, such men are always willing to sacrifice their self interests and divide their help in labor troubles like the white man divided game with the Indian with whom he had been hunting; white man killed a buzzard, Indian killed a turkey, says the white man lets divide, now you take the buzzard and I'll take the turkey, or I'll take the turkey and you take the buzzard, I don't care which. The settlement of the Q. strike has furnished us another moral to this story, for proof of this question the blacklisted switchmen, perhaps, by this time, there has come the first dawn in the great minds of some of the would-be leaders that none can fight their own battles or steer their own crafts against the increasing current of oppressive capital. If there are any left who still cling to this opinion they are endowed with an ignorance that must be expelled. The only consolation we can have is to believe they will be the last of their race, that there will be no more born like *them. Is it not possible that those* whom we ignore, when settling a grievance, may be at some future time be used by the same company to whip us into subjection? May it not be that the time is not far distant? Is it not probable that eventually one organization can be used to defeat the objects of another, whenever corporations see fit to so use them? Do corporations want us to be of any better service to them than to assist in bringing about such a state of affairs? How much better are we prepared to resist wrongs and demand rights, at least as working animals, than before we were organized in the different trades? Will the same means be necessary to force all into a federation that compelled them to organize separately? When we know that such a state of affairs exists, are we organized?

It has served as a comfort to us in all our calamities and afflictions to know that those who lose anything and get wisdom by it, are the gainers by the loss.

The tree which has known only gentle breezes is never deeply rooted. There is perhaps no station in life in which difficulties have not been encountered and overcome before any decided measure of success was achieved.

The question now arises, how much more will be necessary to teach us, that the first law of nature is self-preservation.

We know, that to be successful, capital must work in harmony with labor, and the only way to get capital to work in harmony with labor, is to be so organized as to be able not only to demand equal rights, but to obtain them. Don't imagine that there is anything added to the probability of truthfulness, if the statement is made by your employers, that yours is a better organization than some others.

Has the thought never entered your minds, that the strength and power of corporations consists in our weakness, and fear of resistment. Will not this weakness finally make slaves of all cowards?

While such weakness exists, is it not folly to strike? If it were not for this

weakness, would a strike be necessary? These and similar questions that might be asked, ought to teach us the necessity of a federation of all railway employes.

A federation would teach us to divide the game more equal, we would either get all turkey or all buzzard. In fact it would teach us to aim at something better, and not waste any ammunition. The only means by which to settle labor disputes satisfactorily.

H. BREITENSTEIN.

LARAMIE, Wyo., Jan. 15, 1889.

WHAT ARE YOU FOLKS DOING?

The indications of reduction of wages are showing up in the several industries in which the employes have allowed their organizations to fall through or very nearly so. What are you folks going to do? Are the questions generally propounded by the delinquents and people equally interested with us, but do not belong or do anything for cause of mankind. Well, such questions might be laughable if it were not so tragic.

It is really lamentable that such people should be so deplorably ignorant of the state of the country and the objects of the Knights of Labor and other similar organizations. We urge upon them the necessity of education if they would read the congressional history of our country and the vile legislation that has cursed us for the past thirty years, for then they might be able to see why business is dull, labor and money scarce, why mortgages cover the land and all upon it; 2,000,000 or more people out of employment and want staring them in the face; with capitalists organizing in trusts and syndicates for a long and strong fight to prevent labor protecting itself. The question that is vexing and agitating society now all over the civilized world as no other question can, is the question of wage-labor. This question is up for settlement and "will not down." It can not be ignored or set aside. It must be settled, and be settled right, or it will send our government into chaos. The new condition in this dispensation, demanding a new adjustment of laws for the government of society, are these: Labor-saving machinery demands a corresponding lessening and lightening of the burden of labor. One man can produce ten or twenty times as much as he could even fifty years ago; yet, somehow and for some cause, the great army of wage-workers toil as many hours and as hard, are clad in as rough clothing, and are as a matter of fact worse off than they were before labor-saving machinery was invented. So far as the wage-workers of our country and of the world are concerned thus far labor-saving machinery had better never been invented. This should not be so, there is a remedy and it will be found. It must be found, otherwise ruin to society will come. Labor-saving invention must of necessity result in the highest possible happiness or complete ruin and overthrow of society. One or the other will come, and that soon, and it depends on the virtue of the people more than on their wisdom.

Look at this fearful problem: Every day, and month, and year, labor saving machinery is coming on the stage, making the demands for wage-labor less and less; while on the other hand the army of wage-workers grows larger and larger every day. This great army must live; in order to live they must have food and raiment and some kind of shelter. If the machinery becomes so perfect that labor cannot be obtained for this great army, then what? Desperation comes. They are then forced to starve, die, steal, or fight. It is the perfecting of labor-saving machinery that is agitating society like a boiling caldron. And all that is needed is that the benefits resulting shall be distributed justly among the people. As it is now the very few reap the benefits, and the great mass not any. Men who some way or another have got control of this great power make millions every year, God's law of labor is ignored; they "don't have to work." They say that a dollar a day is enough for a laboring man, but a thousand a day is not enough for them, if they can crush any more out of the toilers.

Mr. Atkinson, the statistical oracle for Shylock, has demonstrated by figures and diagrams, that laboring men can live

on even less than a dollar a day. He declares in the *Forum*, that it is enough for "bread, food and clothing," yet he said in the November *Forum*, that a capitalist who makes $100,000 a year is a "cheap man." The capitalist is made of better dirt than other men. He can turn his soft face up towards heaven and say, "Lord, I don't have to work, your law of labor don't apply to me, these operatives are my property."

With all this array of gigantic evils can any American citizen read the Knights of Labor platform and say "What are you folks doing?"

Yours in the cause of oppressed humanity. J. B. F.

THOUGHTS ON THE LATE ELECTION.

Boreas has not done all the blowing of late, he has often been dubbed "rude" Boreas, but he has not been half so rude as some of our professional puffers and blowers during the last few months; now we have had some grand speeches from the "Old Roman" and other speechifiers, all grand speeches, every one! we know it you bet, one crowd sings:

Don't despise us, don't regret us,
But your votes kindly grant;
For we'll plant the flag of freedom,
We're no bunglers at a plant.

The other roosters, however, crows more after the following style:

Do not with censure brand us,
We're the real old patriot band;
While the people will stand us
We will by the people stand.

Ah, yes! we live in a great country; we have many acres to the mile but there is one thing we have not got, if you go right down to it, and that is labor representation pure and simple, in our legislature assembly. As the election for President is at the present managed, as far as the bulk of the working people are concerned, it is a sham. Two or more men are put up who are chosen to be returned in the interest of the party to which they belong, to wit: The Democratic representative, and on the other hand the Republican champion.

Now so far as I can understand it, our constitution never contemplated that *the election of a President* should be by the direct voice of the people; they (the people) simply have the power to vote for what is called a college of delegates, the delegates selected meet together and cast about for a man whom they think best fitted for the office and choose him at once, but the process of time and the schemes of politicial managers have proved too much for the most skillful planners. The working man is, I contend, unrepresented directly—aye, even undirectly—in Congress; but are not the workingmen themselves to blame for the position they are placed in? They talk about their liberty but is it not all on one side? The few rule the country; the masses have but little choice in the government of the very land which by their frugality and industry they have raised up until the United States holds a position second to none in the Universe.

The first thing in my opinion will be to drop party humbug. The workingmen ought to decide what manner of man would best serve their interests in the legislature, and having found him, stand shoulder to shoulder and support him in every effort he may make. The workingmen of this country must look after themselves; there are none who can —or who will—do it for them, no high genus or profound knowledge is required. Common sense, courage, fidelity and resolution; and, not least, combination and trustfulness one with another is all that is required. J. W.

THE DISLIKE OF MANUAL LABOR.

Prof. Thomas Davidson contributes an article to the December *Forum*, on "Teaching the Mechanical Arts," in which he speaks of the dislike of manual labor as follows:

"A curse on these stupid letters. All learned men are beggars. * * * I swear by God's body, I'd rather that my son should hang than study letters. For it becomes the sons of gentlemen to blow the horn nicely, to hunt skillfully, and elegantly carry and train a hawk. But the study of letters should be left to the sons of rustics." *

Such in the reign of Henry VII was the ordinary English gentleman's notion of scholarship, of a literary education. It looks very childish to us now, and we

* Introduction to Pace's "*De Fructu*," published in 1500.

should despise the gentleman of the old ideal, as not only a rustic but an uncultivated boor. But any self-congratulation in which we might be inclined to indulge at our own advance in educational notions, will be apt to receive a check when we come to ask whether these notions of ours are, after all, so rational; whether our ideas of gentlemen and gentlemanly education have any other foundation than convention and prejudice. English gentlemen of four hundred years ago considered the pursuit of literature, art, and science unworthy of any of their class, which was expected to live solely for sport. American gentlemen (and this includes all Americans) hold the same opinion with regard to all mechanical pursuits. The prevailing feeling among our people might be expressed thus: "A curse on these stupid handicraft! All mechanics are beggars. I swear by the Almighty Dollar, I'd rather my son should live by charity, politics, or gambling than be a mechanic. For it becomes Americans to blow their trumpets properly, to speculate smartly, and elegantly to carry a cane in soft, clean hands. But handicrafts should be left to foreigners." And so, to a very large extent, they are.

Are such notions a whit less childless than those of four hundred years ago? I think they are even more so; for a man may very well be a gentleman without scholarship, but he cannot be one without being able to earn his living by his own labor. The truth is, while we flatter our vanity with the notion that we are an enlightened people, on the ground that we have a form of government and certain mechanical contrivances which our forefathers had not, we are sunk in barbarism as regards all ideas of human worth. For well-nigh two thousand years Christianity has taught that character. and not position or possession, gives value to men. We act and think for the most part as if such teaching had never existed. We teach our young men and women how to seek place and comfort, and only incidentally how to be noble and pious.

Of all the dangers that threaten our country there is none greater than that which has its source in the prevailing dislike to manual labor, and contempt for it, as undignified and servile. So long as our human conditions require that the majority of men and women shall labor with their hands, such dislike and contempt, when developed into a national characteristic, can have but one of two results. It will either force the majority of our citizens into a position which they know to be despised, or it will leave all mechanical labor to be performed by foreigners. We shall have the bulk of our own people hating the institutions under which they live and seeking to overturn them, or we shall have a mass of foreigners, occupying the position of a servile class, and seeking their own interest at the expense of the whole people. Indeed, both these results are already, in part, actual. In either case we shall have the inhabitants of our country divided into two classes, with clashing interests and hostile feelings, and this division will only keep us in perpetual, wastful unrest, but must in the end prove fatal to our free institutions. Republicanism cannot continue when any large class of the people is dissatisfied. Under these circumstances, it is of the utmost importance that we should investigate the causes of the present contempt for, and aversion to, manual labor, in order that, if possible, we may remove them before their effects have worked irremediable evil.

As to the facts themselves there can be no question. * * * *

The chief causes of this state of things are not difficult to enumerate. First and most fundamental is the natural repugnance of human nature to all forms of exertion which are not either amusing or else exhibitive of strength or skill. * * * *

In the case of Americans, this natural aversion to steady exertion is intensified by a peculiar impatience and restlessness of character. * * * More than any other civilized people, Americans lack the patience and the interest necessary for proficiency in anything. Their aim is showy results. They want royal roads to everything, and are easily duped by the most mendacious finger-posts. This is true of them in all departments of acquisition, and not merely in the manual arts. They aspire to speak German without studying the grammer, and to acquire "French in six lessons without a master." That they rarely learn any trade thoroughly, is the almost uniform testimony of employers. We need not wonder, therefore, if these prefer proficient foreign workmen to native "botches," and if nearly all positions demanding skill and commanding high pay are occupied by foreigners, only the inferior and poorly paid ones being left for natives. The number of these native "botches" whom necessity forces into trade is great enough to make competition among them sharp, and consequently their wages low. This induces greedy employers, and, ultimately, in self-defense, employers who are not greedy, to hire their cheap services, and, as far as possible to dispense with high-

priced skilled labor, a result which has a most injurious effect, not only upon the character of the work done, but also upon the interests of all good workmen. * * * *

The second of the leading causes of the current aversion to manual labor is one already alluded to—the feeling that it is ungentlemanly. This cause has its origin in the first. Labor being despised as an evil, those who could live without it not only came to be regarded with envy, which is one form of respect, but were soon able to place the toilers in a position of servitude, and to establish the momentous social distinction between bondmen and freemen, which again easily passes into a moral distinction. Everywhere the words for toiler have come to mean clown or knave, and those for comfortable idler to mean gentleman or nobleman. * * * Manual labor having thus, from time immemorial, been connected with servility and baseness, and idleness with mastership and nobility, it is no wonder that Americans of all classes, being freed from those restrictions which elsewhere seek to crystallize social distinctions, and repudiating the blasphemous doctorine that, in however low a condition a man is born, therein Providence means him to remain and be content, should seek to avoid manual labor with all its social and moral implications. No man can be blamed for insisting upon being a gentleman, and upon being regarded as one, and if public sentimemt decides that a tradesman cannot be a gentleman, he is right in refusing to be a tradesman. * * *

THE TRUE CHURCH.

Before us is the practical question, What is the next step? The next step like the first step, is more liberty for the laborer. His emancipation still invokes us. Conscience has freed him from frightful abuses, but frightful abuses remain. His growth is not yet full and and free. A gospel of hatred is rising in classes and masses which hates employers, hates employes, hates household service, hates household servants, hates foreigners, hates pools, hates trades-unions, hates the grangers, hates reformers, hates politics. All these are symptoms of a high fever. But a mankind has been conceived and will be born—a winged beauty out of the earth-measuring worm—which will not know force, *and fraud, and hatred,* and will let love, their natural tie, bind men and nations together.

Churches come and go, but there has ever been but one religion. The only religion has been that which clears off one by one from the face of man the earth-stains that hide the God imprisoned in the flesh, which breaks down one by one every barrier which incarnation has put in the way of the growth of the God within in the likeness of the God without. In the sight of the new conscience wherever man walks, there is the Holy Land, and it raises the cross of the new crusade which shall deliver it from the infidels who deny the divine right of the people that the will of God shall be done on earth as in heaven. It insists that every question between men is a religious question, a question of moral economy before it becomes one of politicial economy, and will make all politicial, industrial, and social activities functions of a new Church — a church of the deed as well as of the creed—a church that will not only preach Christ but do Christ—a church where science, the revelation of what has been, will never be at war with religion, the revelation of what ought to be — a church which will make its worshipers share this world as well as the next world—a church which will recognize no vested right of property in man except the right to love and be loved—a church which will declare that the difference in the death rate between the classes and masses is evidence of murder done for money—a church which will look upon idleness by the side of industry, wealth by the side of poverty, luxury by the side of want, health by the side of disease, as impious and profane in the highest degree, the real sins of the Holy Ghost—a church which will stop the manufacture of poor houses, because it will stop the manufacture of poverty—a church which will not let any man offer charity to those to whom he refuses justice—a church which will not help the poor, but will set them to helping themselves, and will allay the infidel in the path—a church which will abolish all middlemen in morals, and will make

every man doubly guilty who grinds the face of his fellow by an agent, guilty for himself and guilty for the agent — a church that will offer not even the lowliest member of the communion of mankind crumbs from the table, but a seat at the table and a full meal three times a day every day—a church that will consider it more practical to keep its buildings open and its congregation at work in relays night and day than to let "brothers" starve and freeze or go astray for want of sympathy or advice — a church which will persecute the heretics who give the highest bidder the best pews in the churches and the best chance in the courts—a church which will teach that the life eternal is the life we are living now—a church which will not let the poor give up all of this world on the unsecured promise of the rich to divide the next world—a church that will judge civilization not by the six million dollar cathedral on Murry Hill, but by the children in the back alleys—a church that will "dine with the poor and preach to the rich," until there are no more poor—a church which says that those who are to be brothers hereafter must be brothers here — a church that will know what its members believe only by what they do—a church which recognizes nothing as love which does not bear justice as the fruit—a church of law and order, but the law is for the rich as well as for the poor, and the order is to be peaceful growth for these little ones—a church that will prevent the anarchy from below by punishing the anarchy from above — a church which will deny the right of infanticide to the employer, now denied by society to the parnts—a church that declares the sacred right to work to mean that he who works a full day shall live a full day, and employment is a right not a charity—a church which will restore reverence to men by giving them leaders in the church, state and business worthy of reverence — a church which will make every social wrong a moral wrong, and every moral wrong a legal wrong—a church which will teach men to turn the other cheek when they can do it as free men, not as slaves—a church which will deliver with the message of peace, the message of a scourge for the money changers in the temple —a church which will tell the merchant-prince that between him and his ruined competitors, and between him and his employes there is a moral question greater than the question of markets—a church which will abolish the merchant-prince, and the factory corporation sooner than let them abolish the childhood of children—a church which will not let the employers profess on the fourth of July that all men are born equal, and then fatten the rest of the year on the advantages of organization which they deny to the employe—a church in which God will be natural and man supernatural—a church which will abolish charity and philanthrophy, for these cannot be between brothers, and need not be where justice is—a church in which no man will have a right to do with his own what he will, but only a right to do what is right — a church which will take the weak and despised out of the earthly Inferno of dirt, and want, and ignorance, to which they have been condemned by the oppressor—a church which will heep a hell hot in this world to punish the oppressors here for every blow they strike at God through his image, man—a church which will tell the sinner that repentance fit for heaven only begins by restitution and reparation on earth—a church which will teach that brothers must share both the mess of pottage and the birthright—a church which will worship God through all his sons made in his image, though a mediator, Mankind, which, having suffered all and sinned all, can sympathize with all, and will carry all the weak and weary ones safe in his bosom—a church which will realize the vision of Carlyle of a Human Catholic Church.—*Henry Lloyd in North American Review.*

The Union Pacific owns over 700 locomotives and 50 more have been ordered from Eastern Manufacturers.

The Union Pacific paid out in wages last year, the sum of $11,500,000.

THE POTOMAC.—ITS MEN AND ITS MEMORIES.

Another piece of historic interest is the Marshall House. It was under this roof that Ellsworth was killed. About a dozen years ago the building was partially destroyed by fire, and as now repaired answers for a store, ten-pin alley and a hotel. The landlord is a fat, jolly German. His long pipe is no small part of his make-up. Think of a pipestem three feet long, with a bowl on the end about the size of a beer-bottle! Think of a man lighting two ounces of tobacco at once! and then think of the aroma, or stench, rather, which such a tobacco bonfire would make. The landlord is always ready to talk. He tells us that he heard the shot (and he tells that story 365 times a year) that killed Colonel Ellsworth, and was first upon the scene to learn what it meant. We will omit the rest for he doubtless exaggerated it. Ellsworth—what schoolboy has not heard of Ellsworth, who took down the confederate flag from the roof of the Marshall House at Alexandria—Ellsworth, whose life's blood reddened the "bonnie blue flag" he had captured? Col. Elmer Ellsworth, young, ambitious—thirsting for renown—saw floating against the blue sky, the deeper blue folds of secession's flag. To have it down was but the work of a moment. Ah, but the cost of that moment was not considered! He entered the house—forgetting that a man's house is his stronghold—mounts the stairs—pulls himself through the rickety skylight onto the roof—crawls over the rotten shingles, grasps the rope and tears down the hated rag! It is his. He has captured it. He starts down the stairs with the prize on his arm and shouts to a squad of his soldiers: "I've got the prize!" But the prize was *death.* He had hardly spoken, when the landlord's bullet plowed its way to his heart. And one of the squad of soldiers then fired and killed the hasty landlord.

On the very last step of that great oaken staircase, Ellsworth lay dead, *wrapt in the enemy's flag—as if even a foeman's flag honored his courage, if not his judgment. Perhaps Ellsworth* was a hero; but like Cæsar's heroism, 'twas ambitious child's. The war gave him food and a living. His skirmishes for bread, his battles with hunger, and his fight with poverty in the streets of Chicago will probably never be known fully. At the time of his death he was but twenty-one years of age.

In Chicago he was reading and starving in a law office. The greater part of the time his daily rations was a pound of crackers, his bed the hard, dusty floor of the office.

Let the world say what it will, to me, young Ellsworth was a hero. To him the hard floor of that law office was a fiercer battle ground than that bathed in the smoke of action. Not always do we find the hero in the field. War is easy—compared with starvation and penury it is child's play. The soldier's heroism is the madness of the hour—impulse. The soldier, impelled by despair, and facing death, is not always a hero—the struggle between love and duty—the long, long fight—the cold winter night upon the hard office floor—the battle hunger; these require the hero's heart.

"The maid who binds her warrior's sash
With smile that her pain dissembles,
That while, beneath her drooping lash,
One starry tear-drop hangs and trembles—

Though heaven alone records the tear—
And fame shall never know her story;
Her heart has shed a drop as dear
As ever dewed the field of glory."

Ellsworth was reckless; the right to enter another's house and rob it of a part of its adornments is wrong, but not for discussion here. Perhaps Ellsworth had read a hundred times that doctrine of Blackstone, "A man's home is his castle."

W. B. RISSE.

NORTH PLATTE, Nebraska.

[TO BE CONTINUED.]

A bore hole has been under way at the Alma mine, three miles from Evanston. The boring is from one of the worked out veins. At a depth of ninety feet a new vein of solid coal twelve feet thick was discovered. The drill then passed through six inches of clay and entered another vein of coal into which a depth of seventeen feet has been reached. It is the hardest and finest coal yet found in Wyoming. The discovery is hailed with joy at Evanston.—*News.*

LEGAL DEPARTMENT.

MASTER AND SERVANT—MACHINE SHOP —DEFECTIVE MACHINERY — NEGLIGENT MANAGEMENT THEREOF—INJURY — LIABILITY.—In an action to recover for a personal injury inflicted by and through the negligent management of defective machinery by a fellow servant the Court *held*, 1. That a master is not released from liability for an injury to a servant from a defective machine by the fact that the operator of the machine (a fellow servant) was negligent in managing it, where his negligence simply contributed to the injury caused by the masters negligence. (Sherman vs. Menonomee R. R. Co. Wis. S. C., Sept. 18, 1888.)

2. DUTY TO WARN SERVANT OF DANGER.—Where an inexperienced employe is required to perform a hazardous service requiring extraordinary caution or peculiar skill, it is the duty of the master to give sufficient caution of the danger, or adequate information of the means necessary to avail it. (Godleib vs. New York L. E. & W. R. R. Co., 100 N. Y. 462.)

3. DUTY TO FURNISH PROPER APPLIANCES.—The master is not bound to furnish the best known or concievable appliances, but must provide such as are reasonably and adequately safe. (J. E. L. & R. Co. vs Murphy, Ind. S. C. 15 W. R. 507.)

4. FAILURE TO REPAIR APPLIANCES.—After defects in tools or machinery used by an employe have been called to the attention of the employer, it is gross negligence to permit their continued use after reasonable time for repairs. (A. T. & S. F. R. R. vs. Sadler, 36 Kans., 138.)

5. INJURY CONTRIBUTED TO BY FELLOW SERVANT.—Where an employe is injured by a fellow servant operating a defecttive and dangerous machine, engine or car, which by care and caution may be operated so as not to injure others, the master is liable for such injury. The rule which excuses the master under *such circumstances presupposes* that he *has preformed his obligation* which the law imposes upon him, and that the injury occurred solely through the negligence of the employe. (McGee vs. B. C. etc., Co., Mass. S. C., 139 Mass., 445.)

INSPECTION — LIABILITY FOR NEGLIGENT INSPECTION—1. A verdict in favor of an employe against a railroad company, finding lack of due care in the inspection of an engine which was derailed by the falling of a brake-shoe in advance of a car wheel, which could not have fallen if properly fastened, and the fastening of which was so made as to render any defect easily observed, will not be set aside as against evidence, although there is proof of frequent inspection.

2. A railway company cannot relieve itself from liability for an injurv to an employe resulting from a failure on its part, through its agents, actually to use such care for the safety of employes as the law makes it necessary for a master to use, by any regulations, however, stringent and however completely enforced, which do not actually result in the use of such care by its agents. (Missouri Pacific R. R. Co. v. McElyea, Tex. S. C. Nov. 12, 1888.)

OBSTRUCTION NEAR TRACK—ASSUMPTION OF PERIL.—Action to recover for injury resulting to plaintiff by reason of the negligent maintenance of a switch-stand near the track. From a verdict favorable to plaintiff, the defendant appealed.

Held, 1. That a railway company is guilty of negligence where it allows a switch-stand to be so near a track that it extends to within 9 or 10 inches of passing cars; especially where one of its rules declares that no building or materials would be allowed nearer than 6 feet to main track, or 5 feet to side track.

Held, 2. Where a brakeman or a switchman, whose duty it is to place cars in a railway yard and make up trains, does not assume the peril arising from a switch-stand situated so near a track that it extends within 9 or 10 inches of passing trains, when he did not know of its dangerous proximity to the track. Affirmed. (Pidcock v. Union Pac. R. R. Co. Utah., S. C. 1888.)

Note 1. RAILWAY EMPLOYE—RISK O

EMPLOYMENT.—An employe who has a duty to perform is not a volunteer in the discharge of that duty. He acts under compulsion. He has a right to assume that his employer has provided proper place and proper means for discharging the duty. He has a right also to apply this rule even when appearances would indicate neglect of duty by the master, unless such appearances are so conclusive as to overcome the presumption of good faith and of superior knowledge of the necessities.

1. When knowledge of the peculiar hazards surrounding the service, or of imperfections and defects in machinery, roadbed, etc., will be attributed to the servant, depends very largely upon the circumstances of the case. (See case of Patterson v. P. C. R. etc., Ry. Co. 76 Pa., 393; Hawley v. Northern C. R. Co. 82 N. Y. 370; Hewitt v. Flint and P. M. R. Co., Mich. S. C. 11 West. Rep.,148.)

RAILWAY RELIEF ASSOCIATION—LIABILITY FOR INJURY—ESTOPPEE—CONTRACT—PUBLIC POLICY.—Action for damages for injury, against the defendant company, which action was defended on the ground that the injured party had become a member of the relief association and thereby absolved the defendant from any claim for damages. From a judgment for $7000 the company appealed.

Held, 1. Where the by-laws of a railroad relief association which requires its members to release the railroad company from any claim for damages before applying the association for relief is not against public policy.

2. That a member of a railroad relief association is not estopped from claiming compensation from the railway company, being a distinct corporation, for an injury from a collision, by the fact that he had previously been compensated by the relief association for the injury, which he then alleged was caused by malaria, etc.

3. Where an employe agravates his injuries by his own neglect, he can recover *only to the extent of the damage* caused *without his fault. (Owens v. Baltimore & Ohio R. R. U. S. C. C.)*

Note: DOUBLE BENEFITS.—A provision in the constitution of a railroad relief association against a double benefit (viz: both insurance and damages) and exacting a release, is one not unreasonable for the company to make, as it is interested as a guarantor and otherwise. The employe has a right to decline the service of the company on such conditions; but if they accept knowing the conditions, they are bound by them unless the conditions are such that a court would pronounce them void.

And a beneficiary who, upon receiving money on account of injuries, executes such release under seal, cannot recover damages against the railroad compgny. (See Fuller v. Baltimore etc., R. R. Relief Assn., 9 Cent. Rep, 84; Graft v. Same, 6 Cent. Rep., 633.)

An employe has no right to suffer damages to accumulate which it is in his power to prevent, and cannot recover for injuries which by reasonable exertion he might have avoided.

MASTER AND SERVANT—NEGLIGENCE OF MASTER—OBSTRUCTION TO TRACK—LAWFUL POSITION ON TRAIN.—In an action against a railroad comprny for personal injury, where the evidence shows that the plaintiff, a servant of defendant, while riding on one of its trains, and standing on the lowest step of the car platform, was struck by a post, which stood so near the track that it scraped the sides of the car. *Held*, it to be error to withdraw the case from the jury. Judgment reversed and new trial ordered. (Bass v. Northern Pac., Ry. Co. Nov. 2, 1888.)

Note: It has been frequently held that that one entering upon the service of a railway company has a right to assume that its tracks and bridges are so constructed as to render them safe for employes in the performance of their duties. (Railroad Co. v. Irwin, Kans. S. C.); nor is the peril arising from a bridge built over the track so low that a brakeman cannot stand erect on the top of a car, he having no notice of such danger. (R. R. Co. v. Wright, Ind. S. C.); nor from a signal post within a foot of a ladder on the outside of a car. (Scanlon v. R. R. Co. Mass. S. C.)

MECHANICAL DEPARTMENT.

THE PIECE-WORK SYSTEM.

The *American Machinist* and *Locomotive Engineer* have been giving the question of piece-work in machine shops some attention lately. From an editorial in the *American Machinist* for November 24, we quote the following extracts:

The fact is that some very good arguments can be presented upon both sides of this question, and whether the system of piece-work or of day work is best, depends a great deal upon the nature of the work to be done, but much more upon how the matter is managed.

The disposition of workmen to slight piece work, and do it in the poorest possible manner so long as it is accepted, is supposed by many to be fatal to the production of the highest grade of work. And yet it is a notorious fact, that much of the best and finest work produced in this country is paid for entirely by the piece. * * * * * *

Of course it is entirely natural for men who are receiving a certain definite price for a certain piece of work, to put the least amount of labor upon it, which will make it acceptable. We may deplore or condemn this disposition as much as we choose, but that will not help the matter, because it is founded in human nature. Men do not, as a rule, work for the sake of work. Labor is not in itself desirable; it is the results or products of labor which we desire, and which constitute the sole natural incentive to labor. This universal and inherent disposition of mankind to supply their wants with the least possible exertion, which is in itself right and to which we are indebted for all our progress and improvements, is the prime cause of slighted piece-work. But some manufacturers leave it to their customers to discover that this tendency has resulted in poor work being done, while others have men whose especial business it is to discover this before the work is accepted from the workman; and herein lies the main secret of the success or failure of the piece-work system.

Payment by the piece is undoubtedly the most fair and just system, where the work is of such a character as to admit of it, because each man is then most likely to be paid in exact proportion to his ability; but it is all-important that there should be some definite standard of workmanship which the finished work must conform to, and it is of equal importance that there should be some one *to see that that standard* is maintained *and uniformly* adhered to. * *

He must constantly bear in mind that, no matter what the original standard of workmanship may have been, each new piece of work, as it is accepted and paid for, becomes the real standard of that shop. If each is a little further below the original standard than the piece preceding it, one result will be an increased production of pieces and augmented earnings by the workmen. This is apt to be followed by a demand upon the part of the proprietors for a reduction in prices. This reduction being made, it is followed by further deterioration of quality and repeated reductions of prices, until finally a point is reached at which it is utterly impossible for the men to do anything resembling decent work for the prices paid. * * *

An increase of piece-work rates is a rare occurrence. * * *

Where things go in this way, the workmen, the foremen, the proprietors and their customers are very apt to become disgusted with piece-work. Yet the trouble is not with the system of piece-work, but is the natural result of the absence of an important and even indispensable part of the system. It should be the duty of the foreman to see to it first that the standard of workmanship is not reduced, but that every piece accepted and paid for is fully up to the mark.

So far as we have observed, the system of piece work, when managed properly, is usually satisfactory to all concerned, though there are of course kinds of machine work to which it is not adapted; and its failure can in almost every instance, we think, be traced to the fact that it had been tried upon work not adapted to it, or by persons not fully comprehending what was required to make it satisfactory.

A correspondent in the December 20 issue replies by saying:

I write for protection. Protection, I mean, from a further reduction of wages for machinists, for as sure as piece-work is adopted in a shop, just as sure there is a gradual fall in prices of piece and day work. My experience has been that such is the case, and that it is natural.

He then gives his experience of a reduction of ten dollars on some work he was on and continues:

Now, Mr. Editor, if that man had been paying $25 for so much work year after year and was satisfied, why did he cut me down to $15?

I think I can answer, he did it to illustrate human nature, or, as you express it, "supply his wants with the least possible exertion."

During the time I worked for him

there had been no reduction in selling prices; on the other hand, a rise, if anything. It was in '68, '69 and '70.

I have taken no piece-work since, for I saw the effect, and resolved not to take any more dollars out of my body to put half into my pocket and half into my employers, and at the same time establish a lower rate of pay for my successor.

There is this fact that cannot be gainsaid—every manufacturer knows just the time on each piece, and every shortening of that time is noted, and the next man is looked to to lower it, if possible.

You speak of the double responsibility of a foreman who serves as foreman and inspector. What will be the result in the shop where I now work, where the foreman receives a percentage on all machines completed?

When a man has worked a few years in a shop, he should be able to know what he is worth to his employer, and, if receiving that, should be man enough to earn it, and a little more, so that he may have the face to ask for more.

A general adoption of the "piece-work" system means a general reduction in day pay prices.

The December number of the *Locomotive Engineer* has a description of the Pennsylvania railway shops at Renova, where all repair work is paid at piece price, it says:

Everything at these shops is done by the piece; there are 700 mechanics employed and they are at work for themselves. Every bit of work has a price for it, and is duly recorded in books in each department and in the office. It is worth so much to ream and fit a bolt, and if you have to go to the storehouse or blacksmith shop for it, it is so much more; if a car carpenter bores a hole in an end sill he knows he has earned so much, and the laborer who carries the piece to the saw or planer gets so much per stick—some of these jobs are figured down to 1-7 of a cent.

The erection and dismantling of engines is done in the same way.

The system of inspection is much like that at Baldwin's; each man inspects the work of those ahead of him; if one man accepts a piece of planer work to do turning on, and finds, when done, that the planer man made a mistake, it is his funeral, not the planer man's; he must measure the piece by the drawing and know that it will finish, before he puts work upon it. These shops build quite a number of engines every year in addition to their work of maintenance.

Mr. Holman became satisfied years ago that some mechanics were worth $5 per day and some 50 cents, the way he was paying them, and concluded to pay for what they did, and this plan of piece-work is the result of years of study and experiment. He figured to let men make 35 cents by the piece where they would get 30 cents by the day, and this is the average rule. Average pay of machinists is from 30 to 35 cents per hour and in busy times they make from $100 to $120 per month. All the men with whom we talked said they made more money than they could by the day, and liked the system, and the fact that so many of them stay for years is proof of their preference.

Apprentices are required to work 3100 hours for a year, and are paid by the hour when not on piece-work. Most of the men learned their trade in the shop; they very seldom hire or discharge a man.

The system has its advantages and disadvantages, but, so far as we are able to see, it is better for the men, cheaper for the company, and prevents loafers from getting the gout by reading novels and smoking in the unwholesome closets.

The question of piece-work is one that can be discussed with profit and we would like to have our readers who have had experience at it in any branch of work give their views of the system, its good and bad points or from those who have not had any experience under it, but have ideas as to how it works.

"I understand that when the steam gets into the piston it drives the cylinder out, and that moves the coupling-bar on the big wheels; but what I don't see is how the little ones—" he began, addressing a mechanic in the station yard of the Pennsylvania Railroad. But the mechanic interupted him by shouting to the yardmaster: "Hi, Jim, here's a soop'-rintendent or manager or suthin' from the New York 'n' New Haven, come to get some points on railroadin'. Take him 'round the yard, will yer, an' show him things, on'y don't tell him too much all at once or you'll frighten him."—*Puck.*

One loses all the time he can employ better.—*Rousseau.*

A bound volume of the MAGAZINE for 1887 or 1888 will be mailed to any address on receipt of $1.75.

DISTRICT DEPARTMENT.

The Recording Secretary should read the items in this department to the Assembly in session at the first regular meeting in the month.

S. H. Kellogg, who has been visiting the Locals in Kansas and Nebraska giving lectures, has returned to Denver, and will not go any further for the present.

Correspondents must have their letters in before the 24th of the month to insure their appearing in the following issue. Do not try to make a long letter but to condense as much as possible in a few words.

It is to be hoped that every Assembly in the District has appointed its MAGAZINE agent, and that the members will aid him in his work. The success of the MAGAZINE is the success of the District; it is the welfare of the Locals all; get the benefits.

There are quite a number of names on our lists that have not paid their subscription for 1888, this may be excusable in a very few instances. A year's time should be sufficient to pay up in; Such will do the MAGAZINE, the Order, and themselves a great favor by attending to the matter.

Three prizes of a total value of $50 will be given to the agents of the MAGAZINE who secure the largest percentage of renewals and the cash for them by April 1st, divided as follows: One prize of the value of $25 to the first. Second prize of the value of $15 to the second. And the third of the value of $10 to the third. Every agent has an equal chance for htese.

The quarterly reports for January, shows a fine average increase in membership, but in some places the boom has started in since January 1st. L. A. 3218 has increased its membership 15 per cent since January 1st., and several other places inform us of equally as good a showing. We would advise all to be careful, do not take in men unless sure that they know the objects of the Order, and are not joining it just for an emergency. The simple fact that a man works for wages does not signify that he is a fit person to be a member of the Order. The indiscriminate initiations of '85 and '86 were a weakness to the Order. Remember that it is by the character of the members that the Order is judged. The Order needs none but sober, industrious conscientious men, such are all that give strength; the application of all others should be refused.

HOW FAR DOES AN OBLIGATION EXTEND?

A correspondent writes us and asks this question, and then goes on at length to explain how he had employed men and they had proved lazy and shiftless and was upbraided for discharging them because they belong to the same organization as he. He answers his own question in the following words:

"I will never keep a man like them more than a few days again. These men who go about calling themselves something who are nothing, will creep into places where they think every member is indebted to them forgetting that they are indebted to others as well. I found such before the K. of L. became popular, and such will ever be until they shall learn that no oath or obligation is intended to keep lazy men and fools to do nothing; and my advice to any man, in any organization is: use your obligation so as not to abuse it. If you are of that number who earn their bread by the sweat of their brow do not help a lazy loafer; and if you are one who thinks every man owes you something, remember you owe others just as much."

An organization of labor is not intended to help any one that will not help themselves. They are mutual societies with an equal duty involving on each member. They are to aid men to be progressive through their own exertions. The shiftless members have no claim on the results of the thriftiness of others, neither are they entitled to the place or pay that they do not fill or earn. That is why that class talks against organizations, and why the great mass of that class are found outside of them.

CORRESPONDENCE.

NOTICE TO CORRESPONDENTS.

Do not wait till the last moment to write up your monthly letter. Send it in at any time, the sooner after you read this the better. The first opportunity you have is the best time.

WHITE WATER, Wis., Dec. 15, 1888.

Editor Magazine:

Seeing that my last letter escaped the waste basket I will come once more.

I have begun to think the workingmen of Italy are going to leave the workingmen of this country clean in the shade in the way of bettering their condition if we don't wake up and do something pretty soon. The workingmen of Italy have issued a protest against their government keeping such a large standing army. They say that they are getting tired of slaving from daylight until dark to pay enormous taxes so their rulers may declare war whenever it suits them or whenever they have some little individual grievance. True, they have a good right to protest against such treatment, and they should be successful in their undertaking. Now why don't the workingmen of this country issue a protest against paying enormous taxes to help a favored few at the expense of the toiling masses. As Italy protests against a standing army of soldiers why not we protest against this government supporting and maintaining by way of high taxes a standing army of millionaires, who are by far greater enemies to the working classes thon any standing army, for the only injury the surplus number of soldiers do is to make taxes higher while the high tax system in this country not only makes us pay that amount of taxes but at the same time increases the number of enemies to the toiler by making the rich richer and the poor poorer. We have had this question discussed in the last six months by some of the smartest men in the country, yet how many of us have went to work as we should have done and studied this question out for ourselves and interested ourselves in the politics of our country and strived to find out which side was in our favor, or whether we were just paying a tax to run our government or a tax to protect monopoly against labor, or so protect labor against European pauper labor? not but mighty few.

It is the same old story, the man that had the most money at his back got there regardless of the workingmen or their interests, and so the high tax party and the millionaire manufacturers are in power for four years more, and what they are going to do for the working class remains to be seen.

The St. Paul R. R. Co. have reduced their section men in this locality from $1.25 to $1.10 per day. Now then the workingmen of this country have got to do one of the two things, either take a more active part in the election and management of this country or else stop kicking about the ignorant pauper labor of Europe, for the workingmen of the European countries are taking an active part in all elections and such like and will soon be way ahead of this country if we don't do something soon. Just think of it, are we going to allow it to be said that we let the Italians accomplish in Italy what we intelligent Americans could not accomplish in this free country? *never!* so get down to work and do something; every little helps, and if every workingman in this country will try to do something if it is nothing more than to join a labor organization, the laboring class of this country would stand on a great deal better platform in the course of a year, and it would only be a matter of a few years when we would rule and hold the ruling power in our own hands. Now is the time when a few extra cents would make many a happy heart, but, alas, it is all turned to bitterness, for they have nothing to pay with, though Christmas is near at hand still they have worked the whole year but it took every cent to keep them in clothing and food, and so many a poor man's child will get up Christmas morning only to find their stocking as empty as when they hung them up the night before.

Yours, fraternally,

P. H. MCGLONE.

EVANSTON, Wyo., Dec. 23, 1888.

Editor Magazine:

Since our last report business is not so brisk on the road, the usual holiday lull is on but in the shops the usual activity prevails.

Engines from twelve to twenty years old don't seem to stand the fast running required by the new time cards, they are continually breaking down.

Several new machinist have been started lately, but they don't seem to stay long.

The shop men have got back the hour on Saturdays.

Patrick Murray, foreman. while jumping off an engine fell and received a serious fracture of his left arm and it is feared he will lose the use of the same. We earnestly hope to see Pat back from the hospital as sound as ever. Master Mechanic Dunn, meanwhile, is acting foreman.

The new coal chutes are completed and proves very convenient.

The "Golden Gate Vestibule" passed west last week. Engineer E. Murphy is in charge. The coaches were greatly admired by all.

The Almy run has claimed another victim in all that was mortal of James Costello, brakeman, who was a fine specimen of physical manhood. The old story, both legs cut off, and he died in the hospital. There is scarcely a rail on this short run but marks the spot where the life has been crushed out of some poor fellow. They may as well abandon the hope that brakes for Almy.

Robert Baxter, formerly of Cheyenne, has been appointed superintendent of the Evanston division. Mr. Baxter has risen from a message boy in Laramie to his present position. He is thor-

oughly acquainted with every detail required in his new position.

Thos. Moore, caller, and Joseph Shaw are suffering severely from rheumatism.

Engineer Huggins is back from the hospital and is around on crutches.

We copy the following issued in printed form by the brakemen here:

"To RAILROAD MEN!—This is to certify that A. G. Lemon, who has been employed as switchman at this place, collected from the citizens and railroad employes the sum of $30 for the purpose of defraying the expenses of the transportation and burial of one Frank McMillan, a switchman lately deceased, and after so doing neglected to pay over said money, but instead became drunk and gambled the money away. We, therefore, respectfully ask you to refrain from granting any and all favors to one who is not loth to perpetrate such a villianous and inhuman act."

The matrimonial boom has struck the railroad men here with a vengeance and has taken all the lady waiters out of the Pacific hotel. Al. White and Mr. Spencer, conductors, have mated for better or worse; also Tug Houghton, engineer, and Thomas King, machinist, have bid adieu to bachelorism forever. We wish them the best of luck.

All the boys are pleased to see A. Payne and B. Gutting back and again running on the road.

We forgot to mention in the last letter that Brother Jos. Rivers lost a bright little girl of three months.

The boys received the pay checks today, the 24th inst.

L. A. 3274 is picking up again. WASATCH.

WAMEGO, Kansas, Jan. 14, 1889.

Editor Magazine:

I have not very much news to write at this time but, however, will try to tell some things I know and some I do not.

I see a circular has arrived stating that Clem Hackney has resigned with Geo. W. Cushing as his successor.

Business on the road has been quite dull for some little time.

Engineer Lewis has been discharged for a trivial offence, the men say. How much longer have he got to stand this way of doing business?

There is rumors of the Armstrong shops being moved to Wamego. This is one of the many things I don't know, but one thing I do know and that is this, that the company could not find a better or more suitable place for shops, as they have forty acres of as nice grounds and situated in one of the most desirable positions for shops of any point west of Kansas City on this line of the road; anyway, it has always been a wonder that the company has never put in a lathe, planer and drill press at this point and, therefore, do more work and do it quicker than they can by shipping it to Kansas City, and also a blacksmith at the blacksmith shop on the company grounds which would pay for itself every month, as there is a great deal of it done for the B. and B. department and the round house oftentimes causing considerable delay to work, besides the inconvenience.

Wm. Fritz, engineer, is working on this end of the line.

Brother S. H. Kellogg was with us but on account of not being able to procure a hall at anything like reasonable prices and also receiving such short notice of his coming, one and one-half days, which did not give us opportunities enough, for which we were very sorry, but under the circumstances it could not be helped. We had to tell him to come again and give us longer notice the next time he came. U. L.

SALINA, Kansas, Jan. 16, 1889.

Editor Magazine:

Christmas has come and gone, whether it was merry or not it has vanished from sight for another to come with a jealous eye. It was duly observed by all classes here, the rich as well as the poorer classes, the former with luxury the latter with the true spirit of christianity, for in every instance steps were taken by the generous people of this city and community to even make this a merry Xmas to all the needy ones, even the colored populance fell in line; festivals, dances and other amusements were freely indulged in and it proved a grand success.

Now we write 1889, and we hope it will bring D. A. No. 82 good tidings and its members and their families. The Supreme Ruler has provided for this section of the District fair winter weather, snow, sleet and rain, and this is a great relief to a Kansas citizens because irrigation from the Missouri River is not sufficient.

Our Local Assembly holds its own with a good prospect in the future. I have at last succeeded in getting an advertisement for the Magazine from the leading merchant here, E. W. Ober, and I think through that I will have a nice list of subscribers, I expect, however, that all the U. P. employes will contribute their aid to it.

The Salina, Lincoln and Western Branch runs through to Oakley, two trains daily, so it has brought eight to ten crews here for permanent location.

Times as a general thing is quiet but steady.

The State Penitentiary fraud has created some stir in the G. O. P. camp, but as the machine is of the G. O. P. and run only by its own party members, therefore, we cannot expect any good results only to obey their orders and pay the taxes no matter who gets away with it. The legislative body has instituted an investigating committee which will lay before the people the business transaction of convict labor. Not enough to hire out convict labor but steal and defraud the people out of the wrong fruit produced by the letting of convict labor.

Kansas howls over her school system, which is undoubtedly good if properly managed, but the education is solely confined to the class from six to twelve years. The majority, of over twenty-one years have exemplified their intelligence at the ballot box. Slavery is and was a curse to all mankind, and yet this state has over 80,000

slaves of both, maybe three colors, notwithstanding the great school system.

Taxes are high and no remedy in sight, what will be the final outcome time alone will tell.

I see that my collegue from L. A. 3064 is active. I shall try and assist him all I can to institute several Local Assemblies along the Salina, Lincoln and Western Branch, which will help D. A. No. 82. That's right, Brother Fritz, keep on that path, it leads to success.

Brother Miller, of Ellis, has not learned that song yet, at least I have not heard from him nor heard him sing it. 3005.

ELLSWORTH, Kansas, Jan'y 13, 1889.

Editor Magazine:

As my subscription ran out with this month's issue of the Magazine I thought I would write you a few lines, but I am sorry to say I am not able to send you the money for another year's subscription at present, for it is hard for a laboringman to earn enough in this country to make both ends meet. If you think you can continue to send me your valuable Magazine I will send you the money as soon as I can. [Yes, for men who talk that way are not always hard up.—ED.]

On Wednesday, the 9th inst., we were favored with a visit from Brother S. H. Kellogg, and the K. of L. and citizens of Ellsworth were treated to a lecture on Thursday and Saturday nights, the best that was ever heard in the city of Ellsworth. We expect many new proposals for membership by citizens and farmers in the vicinity who had the good fortune to listen to Brother Kellogg's lecture. J. I. C.

HOLDEN SMELTER,
DENVER, Colo., Dec. 20, 1888.

Editor Magazine:

Were it not for fack of time and convenience, I certainly would render a report every month of of the happiest of all hunting grounds. Surely the Holden Smelter has the preference to all other establishments of similiar character that it sends its victims faster to Heaven than mother nature would do. And yet this manner of populating the *terra incognita*, has many faults, or there would'nt run around so many walking corpses advertising the results of domesticating the smelters, but specially the Holden reduction works. The old expreseion, "Labor itself is pleasure," *Labor ipse voluptas*, finds no application on the Holden Smelter. Our standing menance: to struggle for our daily bread compels men to carry their health to market and receive therefore subsistence—money—or else have the alternative of seeing your wife and little ones crying for bread or take what-ever your master chooses to give. Protection don't seem to act fairly with the Holden Co., or there wouldn't have been wholesale discharge of men ordered, or is it just a game of bluffing? Some of the discharged, were men who worked for the Co., during a year and thereabout, sacrificing their health and jeopardizing their lives. Those men in *many cases are such deplorable condition* that they couldn't earn a livelihood elsewhere but depend on work given them in the smelter, Whiskey does its work too among them. The well known American disregard for human life find in the Holden smelter appalling example. We have humane societies for the protection of the speechless creatures; associations and the like feed the hungry and clothe the naked, but you never heard of efforts made by the so-named public societies to protect the producers of wealth. The public is invited to inspect once the Holden smelter whose motto is terrible in its truthfulness and remorseless logic,—entitled, "Killing, no murder." This can be said with truth especially of the feeding room; a place where workmen must toil twelve hours daily and inhale lead dust and smoke instead of air. Such conditton can only exist in our republic for a law does not exist in this respect—no, the people choose to make it comfortable for the robbers by granting them unlimited privileges. Indeed, curious people those Americans. Dante could not have imagined a viler place when he wrote his "Inferno" than the Holden feeding room. Recently, of course by the fault of the company or neglect of employes (?) three men were seriously hurt by the falling of a cable car through the roof of the scale house. One of the unfortunates has since died but nothing has been said about the affair by Mr. Sheedy. If Mr. Sheedy would now make the desired improvement, repair the dangerous places and lead the fatal smoke in proper channels, the smoke stack, instead of letting the workmen carry it home in their stomachs he would have been of some usefulness in the world. The general belief however is that Messers. Sheedy and Tles are somewhat connected with the famous instruction given to one or several foremen to the effect that the foreman was to discharge any man who voted against the wishes of these scorpions, or, all told, failed to support the G. O. P. the stronghold of corruption and semi-monarchism. Knowing the weakness of laboring men, especially that contingent that fears to be dismissed when called upon to repeat their grievances before the proper tribunal. The oppressing party can always rely, that the real, cowardly nature of the wretches commences to speak itself. Why should Mr. Dennis Sheedy fear an element that displays like a frightened spaniel twisting and turning its tail when beholding its master.

"Would you crush the wretched victim who in fear and trembling stand,
Sacrificed to meet the measure of your infamous demands?"

The formiable alliance between corruption, monopoly and no-thinking dummies has again triumphed, has again shown that traitors to our country never sleep. The disaster of last November has shown most conclusive that the monopoly monster in all forms acts like a cancer, and rapidly absorbs the very life blood of the nation. Has then, the whole race of political heroes, of which Patrick Henry and Wendell Phillips were types, perished from off the face of the American soil? Or is the entire nation too stuperfied as to

admit that the foundation of our republic is decaying in spite of sublime elequence and wasted phraseology of short-sighted newspaper men?

The American people should, when exercising their rights at the ballot box, consider that a vote of the knownothing is a vote against progress. Happily, such votes will in the final end not stop the turning wheel of progress, truth will not always wander outcast and the cause of evil shall not prosper. Trnth is the final victor, be it in politics or in religeon.

Let all nations be one when their liberties are endangered and expel the wretches who are the cause of pauperism' anarchism, monopoly, ignorance and thousand crimes. Deprive them of their protection and they would be like sheep without a shepherd. They should be taken in detail, stripped of their borrowed plumes' and relieved of their booty. A repetition of English history under James I, 1603 to 1625, and Charles I, to 1649, would be befitting, but done more effective.

Pereat qui perdere concta festinat. Opprimatur ne omnes oppimat. (Let him perish who is in haste to ruin everything. Let him be crushed lest he crush everyone.)

Be it said to the producing classes: The working class is not, properly speaking, a class at all, but constitutes the body of society; from it proceeds the various special classes which we regard as organs necessary to that body—it is the true key to universal history, and they comprehend it not. Monopoly, royalty and aristocracy are not organs necessary to the body of society, they are but excresences. They exist only for reprobation and extinction. "By there fruits ye shall know them." Why, then, leave legislation to possible, nay, probable, fools and knaves? Is it a light matter the welfare of millions should be periled in such a hazard? At the bar of history and reason, Kings and aristocrats have been tried and found guilty. They await but the inevitable arrival of the executioner—the people. But people of intelligence, not a people that made it possible to elect a creature like M. B. Carpenter to represent them in the legislative body. Colorado looks back with shame to her erring children. The stamp of ignorance and shame in deep engraved, and recorded with indellible ink as a warning to coming generations, not until then, the voice of the people — the *Vox populi, vox dei.* SALAX.

ELLIS, Kansas., Dec. 28, 1888.

Editor Magazine:

Another change in general foreman has taken place, Mr. A. B. Keagy, has received the appointment which he is worthy of and capable of filling. Mr. Keagy is one of the oldest employes' on the Kansas Division, and has been acting as foreman under the M. M. for thirteen years. He is a practical mechanic and understands his business.

Mr. Hazen, the general foremen that succeeded J. B. Dailey only held the position for a few months. Mr. Hazen is a practical man and the company looses by him, an efficient foreman, resigning, believing that if he had remained he would have had the motive power in such shape as to have brought credit to his superior officers as well as himself, for he insisted on first class work in every particular and he was of the opinion that one first-class man was worth half dozen undergrade men, and the supposition was that he was well satisfied with the force employed at this point as he did not make or suggest any changes so far as employes was concerned. It is not definitely known the cause of Mr. Hazen resigning, but from what can be learned from different sources, and I believe it is reliable, and I will give them as I believe them to be true. It is a difficult matter for one man to serve more than one master but it seems nowdays when a position is accepted on the road or in the shops it must be accepted with the understanding that he must submit himself to fault-finding and all sorts of complatnts as well as be insulted by his superior officers and he in turn is expected to use tne same language and extend the same treatment to the men in his charge as he himself receives or will take.

The facts are that the company has a Supt. of machinery M. M.'s without number and general foreman as well. If they are competent let them be responsible to the needs of their department and not, as it is at present, subject to the orders and whims of the assistant superintendents as they know nothing about machinery, if they claim to know, it is only in their mind and is imaginery. What the company wants is more practical men instead of men that only know enough to complain with those that do know and are competent of using their knowledge to bring about good and practical results. Expenses can be reduced in this way without reducing pay or resorting to the discharge or laying off employes.

Mr. Hazen was a man that understood his business and he would not allow those who knew nothing about the business to dictate or rawhide him, hence his resignation.

It is reported that on January 1st. the section gangs are to be reduced to one man and foreman or else the pay reduced, the latter report I do not believe to be true, but if it should be as reported would it not be a bright idea for the business men of Denver as well as other western cities to send their mother-in-laws East via. of the Union Pacific?

Work in the shops in abundance, every one is busy, engine 783 has just been turned out. Engines 740, 738 and 706 as well as 789 will be out by January 1st. This speaks well for the Ellis shops considering the amount of work and the limited time they had to do the work in.

Miller, the painter, has been doing the general overhauling here for some time past, but paint and varnish will not pull trains or make the time that is required on this Division.

Mr. J. B. Dailey made his many friends a flying visit at Ellis, and everyone was pleased to shake hands with the Major and we all hope he will come again.

Everything is all O. K. at this point. Our membership is increasing and if it continues in the future as it has in the past, we will not be able to secure a hall large enough for the Assembly.

Ellis will not be neglected in the Magazine so far as correspondencce is concerned, I will make an effort to drop the Magazine a line once a month. Yours, ELLIS.

STOUT, Colo., Jan. 19, 1889.

Editor Magazine:

The advent of the New year has been product of a few iiems of interest at Slout. This agreeable state of affairs is of course very acceptable to your correspondent who at times became so demoralized by the scarcety of items that he indulged in unholy wishes which, if realized would paint the ledges red, and create universal havoc in this quiet community.

The chief topic of interest here since last I wrote you is the retirement of C. P. Reilly from the position of General Superintendent, and the appointment in his place of Mr. Molton. Although such changes have generally an interest for the employes, they are so frequent at Stout that they are regarded as a matter of course, and excite but little comment. Mr. T. Earle remains in charge of the North quarry, while I. W. Kenny directs operations in the South. In the *personnel* of that much abused class of undergraduates called "straw" bosses, no change has taken place.

Work continues steady, and the continued fine weather,— finer than even the "oldest inhabitant" can remember—enables all hands to make good time and be correspondingly cheerful.

There is a report current just now that the working force both here and at the Buckhorn will be largely increased in the spring. If such is the case, Stout is bound to become one of the most important camps in the State, and lots on Capitol Hill, Helsingfors Heighth and Stockholm gulch are certain to experience a genuine boom.

J. C. Clinton, who run the boarding house and and store here in connection with the quarries for the past gour years, has, owing to the expiration of his lease, vacated his lucrative position and stepped down and out. He has been succeeded by Messrs. Evans and Thomans of Fort Collins, which firm have also secured the boarding priviliges of the companies quarries at the Buckhorn.

With much regret I have to record the death on the 6th. inst., at the U. P. Hospital, Denver, of J. C. Williamson for many years Agent and Operator at the Depot here. In his official and private capacity Mr. Williamson had won the esteem of all with whom he came in contact, and his lamented death has made a void in many friendships which cannot easily be filled. The good folks here did all in their power to alleviate the sorrow of his bereaved widow who returned from the bedside of her dead husband to her desolate home in order to dispose of her effects for to seeking a refuge with her friends. A horse was raffled for her benefit and realized quite a sum. Brother Butler purchased the carriage and harness at a good figure, while all the other articles offered for sale realized prices which proved in the most conclusive manner the wide spread sympathy of the community. I regret also that Brother C. B. Robetshaw has sustained a severe affliction by the death of his brother, which occurred in Kansas early this month. Brother Robetshaw in response to the sad summons left for home on the 9th. inst., and has not yet returned. The warmest sympathy of his co-workers here is extended to the Brother in his sad bereavement, for he has endeared himself to all bv every quality of head and heart which go to make natures nobleman.

Under the efficient superintendence of Brothers Gillspie and Kinelly, our K. L. hall has been repainted and a beautiful flight of stone steps placed in position; some other improvements are contemplated, which, when carried out will make the building a credit to the industry and earnestness of the Brothers here.

Brother Butler whose sporting proclivities have spread dire destruction among the wildfowl of the adjoining lakes has just received a very approprate New Years gift from Doc. Moody in the shape of a beautiful water spaniel of unexceptionable lineage. With such an addition to his killing reputation as a marksman it is gravely feared here that a total extinction of all kinds of game in this vicinity is an event of the near future unless some means are speedily devised to stay the hand of the executioneer.

Our semi-annual election of officers took place at the appointed time. The proceedings were characterized by earnestness and unanimity, and the right men were put in the right place.

Brother Riley, whose admiration of the ways and methods of the "Lone Star" State has induced him to look with little favor on the ability to do anything of our Colorado rustlers, has just experienced a touch of that retribution which befell the engineer who got hoisted with his own petard. Believing as he does in the diffusion of useful knowledge, he felt it his duty to give some of the Stout quarrymen a practical illustration of how they handle powder in Texas. The result af the experiment was a premature explosion whsch relieved Brother Riley of one side of his moustache, wrapped his optics in mourning, and exposed him to the goodnatured ridicule of the wits of the "Cellar" and "Stone Cabin." He blames the "light air" for the miscarriage, and expresses his determination to give no more lessons in the practical uses of wha Shakespeare calls "villianou ssaltpetre."

CIVIS.

SHOSHONE, Idaho, Jan. 22, 1889.

Editor Magazine:

Having been appointed correspondent for this place, it becomes my duty to inform you of what is going on here.

Our meetings are being well attended and all seem to be fnterested who do attend. New members are coming in right along.

Work in the shops is rushing. Engine 102 Montana Union, will be out in a day or two. Engines 550 and 971, are waiting for room to bring them in for general repairs. The 971 "met" some other engine on the Montana Union and is pretty well broken up.

Frank Cropper, a machinist who has been working here for some months past, has taken the position of foreman at Anaconda.

Thomas Randall, foreman in the boiler shop, has been transferred to Pocatello to take charge of the boiler shop there. Edward McDarrah, who has worked here for about six months, takes his place.

On the 12th., Brother James Kelly had the misfortune to fall and sprain his ankle while crossing the tracks near the shops. He was taken to the hospital at Ogden.

The men are signing a petition to the Idaho Legislature, asking them to act favorably on the Ballot Reform Bill, We hear that it will favor ably come up this week. We hope for its passage

Several new men have been sent to this place, including machinists, boiler makers and coppersmith.

We received our pay checks today and wonder why they could not have done as well last month, as it was nearly one week later we were paid then. 3810.

ARMSTRONG, Kansas, Jan. 22, 1889.

Editor Magazine:

We are enjoying a very mild winter so far, the mercury has not touched zero to date. Ice men are compelled to go to Nebraska or Iowa for their supply of ice as their is none formed here as yet.

Large forces of idle men can be seen parading the streets of Kansas City, Kan., and Kansas City, Mo., every day seeking employment and cannot find any.

Work in the Armstrong shops is good. Boiler shop working ten hours a day and much overtime. Most of the lathe room men are working ten hours and have a great deal of overtime. Wheel lathes running every night up to nine o'clock and Sundays too. Seven engines in the back shop for repairs, four in the round-house. It is a jam and a rush from Monday morning until Saturday night. Men are compelled to work overtime against their wish and they are getting sick and tired of the bulldozing tactics resorted to by the officers in charge here. Large forces of men contemplate leaving here when the blue bird makes his first appearanee.

The section men were cut five cents on their day's wages on January 1, 1889. A small piece of business, indeed. They now receive $1.20 per day.

James Ferguson, foreman in the coach yard, was discharged about the 8th inst. from the company's service and James Dooly was appointed to fulfill his duties, *pro tem.*

Joe Leaf, foreman of the boiler shop, was also superseded by Henry C. Darby. Joe had not *enough of the bulldozing tactics* in him to suit *the powers that be.* He is now working in the shop as a journeyman and is respected by all workingmen in the shops for his manly qualities and his goodness of heart. That is more than some of the foremen could get if they were placed in the same position.

Al. Hovey replaced Mr. Poff in the store room.

Mark L. Kline, blacksmith, left the U. P. shops on account of low wages and is now working in the contract shop at an advanced price.

Jerry Mahoney, axle turner and an old employe, quit the machine shop on the 16th inst.

Twelve men were discharged in the freight yard during the month.

Business is light on this end of the road. There are eight to ten extra engineers and firemen here on that account.

Colonel S. H. Kellogg gave three lectures here on the 3rd, 4th and 5th inst. to fair audiences, which was highly appreciated by those that were interested in their secular welfare.

The Company discharged a great number of their clerks and office men at Kansas City this month.

George W. Cushing, the coming Superintendent of Machinery for the U. P. railroad, made his appearance here on the morning of the 16th inst at six o'clock. It is currently reported about the shops that he told some of the foremen that he was going to adopt the system of paying men by the piece for work done. which is causing a good deal of idle talk amongst the men in the different departments.

There was a young man working about the furnace in the blacksmith shop, named John Soderman, who was discharged last week on the flimsy pretence of not doing his duty. It was a high-handed outrage on the part of him who connived for the discharge of him who was a willing workman, but a man who would always take his own part when assailed wrongfully by the foreman.

To my contemporary correspondent at Cheyenne, Wyo,, I will explain matters in the near future. I would like to compare notes with you.

The coach shop, I believe, is the only department that is continually kept on fifty hours a week the year round, and their pay is small considering the amount of valuable tools they have to keep on hand.

Tinsmiths and brass foundry men are working ten hours a day.

James Fulton, foreman in the lathe room, was married to a buxom young widow of Armourdale on the 19th inst., and he tells his friends that his love for his bride is purely platonic. Jim, you know better! James set up the beer and all is well that ends well.

AU ABOUT DE SON.

EVANSTON, Wyo., Jan 19, 1889.

Editor Magazine:

As this is my first experience as a correspondent to the Magazine I will start by stating that L. A. No. 3274 is gradually improving, and we have initiated from one to two candidates eve

week for the past two months. It is said a slow growth is a sure one.

There is plenty of work in the shops. Engines 812, 581 and 1005 are in the back shop. Engine 812 has had a general overhauling and will be out in a few days. Engine 1000 is in the back shop and is having some light repairs done.

Mr. Keneday, with his hammer and chisel, keeps the round-house work rolling.

Old Tom Palmer, our shop cleaner and stranger-bouncer, has been promoted. He is now watching at nights in the place of John Burke, who was discharged two weeks ago.

Mr. King is no longer a single man, but he keeps the rods in good shape.

Pat Murray, our foreman, is not well yet from his accident, but expects to go to work soon.

I will investigate the Co-operative Store matters, which have not been in good shape, and will inform you in my next. J. W. J.

OMAHA, Neb., Jan. 20, 1888.

Editor Magazine:

Fine weather threatens our ice crop, so far, to the sorrow of hundreds who await its maturity to obtain employment at harvesting it.

This is the season of the year that work is generally dull but the shops are doing a smooth business with nothing rushing.

Early in the month the following notice was posted up: "Mr. Hackney having resigned Mr. Cushing has been appointed, to take effect February 1, 1889." By the time this reaches the eyes of your readers many will have seen Brother Cushing, as he is at present making a tour of the road. Many claim Brother Cushing's career is rather checkered, at least that is what some of the engineers thought when they had a committee wait on Mr. Kimball to learn that which time alone can decide and the quality of men to be dealt with. Previousness is not as judicious as watchfulness and timely action. Never forgetting that he who could strew a by-way with poverty would himself become a mere child on the highway. As employes we should be of two things, good stuff and good cheer. Let us perform our duty well to the company and expect the same in return. We can afford to be passive in this matter until we are sure. Hoping justice will be done Brother Hackney, he is all right, and our town is large enough to hold both himself and his worthy family; not forgetting his estimable clerk Chas. Coons, who has accepted a position with an accident insurance company, and the boys should not fail to patronize him. With an advertisement in the Magazine he would soon become independent of the students railway.

John O'Hern has been doing the West. Some say in quest of other pastures, but this cannot be with authority said.

The cut on sectionmen's pay does not effect the men here for what reason is unknown, yet the sympathy of all are blended, with pity for *those that suffer and scorn* for those that cause *it. If this is the extent of ability* possessed by the present managers they should be called back to Boston and baptised by plunging them into the sea and allowing to emerge on the ninth day, should they not be found in that condition soon the company very likely will. No business should be trusted in the hands of men that scour the earth to find the lowest notch humanity can subsist upon, then endeavor to drag all to that level but themselves. Such actions cannot be prompted by either honesty, rascality or ability, rather a general disability, which is a conglomeration of weaknesses, unfitting the unfortunate possessor for any use other than to return to that poor quality of dust he sprang from. Let us prav for nature's earliest relief that the earth may not be longer cheated of all such weak fertilizers. At best we are but a nation descended from swine-herders, we cannot blot out that pedigree, regardless of present attainments, but we can assist the section men in their struggle for bread, if upon no other basis they are of our flesh and blood. Their families are as dear to them as the greatest railway magnet's folks are to him. One united effort will free them not from shackles but from poverty. Put yourself in his place then think of the beautiful, bountiful nature on $1.25 per day.

I have been thinking of devoting a few lines to our reformers in this letter but I cannot raise my mind, the more I try the closer it seems to dwell on ——, and I fear if the reformers are of such a class they would not serve to promote minds any more than they do measures, but next month I hope to be able to note progress and paste on a few tin types until the steel is ready.

C. P.

ALMY, Wyo., Jan 18, 1888.

Editor Magazine:

The opening and developing of the new mine is still in progress regardless of the cold weather we are having, although the output of coal is small at the present time being about six cars per day, but this will be increased to about eighteen or twenty cars by the last of February.

We have had a little trouble with the boarding again. The company fitted up some cars for the miners and others to board in, the mines being about three miles from camp. The company had those cars run up to the mine and then Mr. Ramsey stated that he wished all young men to board there as the company had went to the trouble and expense in fitting them up. No one feeling inclined to go there he then notified some two or three men that they must go there or quit work. How it will come out we do not know. It is not the company that is deriving the benefit from the boarding outfit bnt the man that is running it. We took one-half hour for dinner instead of the regular hour and stopped that much earlier at the end of each day because of having so far to walk, this was taken away from us. If a man is five minutes late he is sent home. All this, we believe, is done simply to compel men to board with the outfit.

The No. 5 mine is run by the C. P. Company; of late they will hire nothing short of a Fin-

lander. A practical miner comes along and applies for work and he is refused, a Finlander comes right after him and gets work. We believe this trouble lays with the company's store that is run in connection with the mine. There is a great deal of gas in this mine and each man must depend upon the prudence of the other for his safety, yet they would much rather hire those Russian serfs than the practicable miners of this country. All explosions that have occurred in Almy can be traced to incompetent men.

COAL DIGGER.

BROOKVILLE, Kansas. Jan. 11, 1888.

Editor Magazine:

I am most happy to say that our last regular meeting was more than usual interesting, the members were all glad to meet Brother Col. S. H. Kellogg at our hall again. After a lively handshaking and the regular routine of business was transacted the Brother entertained us and awakened our Assembly, putting the members on their mettle and posted us in the doings of other Assemblies. His arguments were sound and logical, proving conclusively to our minds that wherever an Assembly is guided by the preamble and constitution of the Order such an Assembly increased in membership and worked together harmoniously. We were willing to have him speak to the public at this place, but hardly deemed it necessary at this time for it was but a short time since he gave us a lecture here.

J. B. F.

NORTH PLATTE, Neb., Jan. 24, 1889.

Editor Magazine:

The past month has been one that suggests to to our mind the witch scene in "Macbeth;" for it has been one of "Boil and bubble, Toil and trouble." The same uncanny feeling that takes possession of us when witnessing that famous scene, possess the minds of many here today. The same dire forbodings of impending evil are croaked forth, causing the weak and guilty ones to tremble as they have not done for many a day. A slaughtering of the pets is feared.

War, "terrible war" is raging among the heads of departments, blood has been spilt, revenge is sought, and at this writing the combatants are at it tooth and nail; thug against thug. They fight for power, for pelf, for place for themselves and their friends; regardless of the welfare of the great thoroughfare they are supposed to run. Meanwhile the road is left to run itself, a task it succeeds in doing fairly well owing to the fact that the condition it was left in four years ago has not yet disappeared, though the trace of good management is now scarcely perceptible.

Us poor ordinary mortals who use the hammer and file often wonder what is the meaning of all this war among the officials; of course we are aware that there has been for some years back a systematic course of pilfering going on, perhaps the quarrel is about the spoils, or is there an honest faction trying to oust the dishonest or *vica vesa*? We well remember the first successful move made to rob the road, it was done by separating the store and supply department from the road; since then their work was easy, and if the history of the peculations and methods of the parties of purchase and supply for the U. P. R. R. ever be written there would be an *expose* that the antics of the festive bank cashier would appear virtuous in comparison.

It seems strange that a man with the reputation that Charles Francis Adams has, should not have tumbled long before this to the rascality that is dragging this once great road to bankruptcy and ruin.

Look at the tactics in vogue today; general managers are selected on their reputation for running things cheap, superintendents for what they don't know about railroading, he abolishes the General Master Mechanic, who in turn abolishes the Division Master Mechanic, who again abolishes the Foreman, who is compelled therefore to abolish the gang Boss, until like the Kilkenny cats, there is nothing left but the hides and tails. In fact to such a pass have we come, that one is forced to exclaim in language of the "Stout" correspondent, or rather, the correspondent from "Stout;" *O tempora! O mores! Satis verbrum, cunisthauta, multum in parvo, to tidem verbis go ma; semil pro semper. Eringobraugh.*

What a relief to be able to thus express ones feelings in our n ative tongue.

Well, to our letter; a "tempest in a teapot," a comedy in two acts, was one of the events here the past month. Act 1st. Scene: A castle, where a chief in possession finds himself attacked by the chief of a neighboring clan; alter a brief conflict the attacking party is repulsed. Act 2nd, Warlike chief again visits the castle and finds loitering there the noble king "Herod," he attacks him and forces him to retreat, which he does with "Grace."

It is said a secret meeting of the bosses has been held to form a protective association to protect themselves from themselves as some of them are now doing the bossing with the journeymen's work thrown in, for less than the average journeyman gets, protective association is thought necessary. Go ahead gentlemen you have our best wishes for your success.

The pleasant phiz of Scherman is to be seen on the floor with us again after an absence of two years. He declares we are worse off every time he comes, than we were the time previous. 'Tis passing strange but true Scherry old boy, the only way though is not to take the pay offered.

The only thing strange this month is the formation of a boilermakers trust. There's not many of them but they are dandies There is a trust here known as the North Platte Roller Mills, they say to the workmen who goes to buy their flour, this is the price and he has got to pay it, but the same privilege is denied the man who goes to work for them; but this is one of the few times that the workingman has been

able to get even with them, their boiler must continue to leak until they pay the price to fix it. A workingman will get justice when he is in a position to demand it.

About a dozen laborers are to be discharged today.

There is a prospect of some fun at Sidney in the near future on account of the vagaries of 240 pounds of wornout conceit recently shipped there, do you catch O'N.

VIRGINIUS, Colo., Jan. 18, 1889.

Editor Magazine:

Never seeing anything in the Magazine from this part of the state I made up my mind to give you a few points.

The Virginius and Terrible mines are situated in the Virginius basin at the head of the Uncompahgre river in the Mt. Sniffels mining district, ten miles south-west from Ouray, and 11,800 feet above the sea level. The property is owned by the Caroline Mining Company, Mr. Reynolds, of Denver, is manager; H. W. Reed, of Ouray, superintendent of the Virginius and D. Reed of the Terrible mine, each of them working about 150 men. The Virginius being worked by a cross-cut tunnel of 350 feet. The shaft is now 600 feet deep, and drifting will commence on the 9th level. The levels are 100 feet from each other, running in a southerly direction following the vein, some of them as long as 1,500 feet. The vein is a fissure carrying different kind of minerals, as galena and gray copper running high in silver; chlorids arc found in the 5th 6th and 7th levels carrying gold. The value of the ore is different; running from $300.00 to $700.00 a ton. There is some yellow copper, but it does not amount to much. The ore is sorted by hand, first class is shipped to the Ouray samplers by Mr. John Ashenfelder's burro train; from Ouray it goes over the D. & R. G., usually to the Pueblo smelters. The second class is run here, through the concentrator mill, and then it follows the first class.

The Virginius mine is well supplied with machinery. Two boilers, a good hoister, air compressor, saw mill, concentrator mill, and electric light.

Charles Dalerhide is foreman of the Virginius, and John Geisel ot the Terrible mine.

Uncle Sam has favored us with a daily mail, except Sundays, since July 16, 1888, with Col. H. F. Jones as postmaster.

Wm. Shimth, a U. P. engineer, was running the pumps here for several months, he is now working at the Swenne cross-cut tunnel three miles from here.

There is no K. of L. organization here, but there are some members working and coming and going.

Quite a number of Italians are working here, 'you know."

The weather is stormy and snowing for the *last three days and we have had snow* ever since the second day of October last. We have had some very cold days.

I wish success to the Magazine and to all along the line. HILLSIDE.

DENVER, Colo., Jan. 23, 1889.

Editor Magazine:

News is not plenty, so will cut this short and promise something interesting for next month. There are lots of rumors afloat, and so was Cushing around the other day, sizing up the place, and did not stop to talk with any of the boys either.

Things are not as smooth as they should be in the yard, and it is not likely to be so long as any one is around with a desire and a chance for revenge.

Al. Egan, the former yard master has left.

There are rumors afloat that there will be a general reduction in force soon, but an increased force is what is really necessary.

The mild open winter has come in good for the motive power and it will probably pull through if it keeps up as at present. * * *

RESOLUTIONS OF RESPECT.

At a regular meeting of Red Cannon Asembly No. 10271 K. of L., the following resolutions of respect was adopted:

WHEREAS, It has pleased Him who doeth all things well to remove from our midst our late Brother Isaac Godber, who died, after several days of suffering, at the U. P. Hospital, at Denver. Colo., Dec. 22, 1888.

WHEREAS, Our Brother was taken from us and all earthly cares in the very prime of his life, be it

Resolved, That by the death of our late Brother the K. of L. loses an earnest supporter of its principles and this Assembly one of its best and truest members; he was kind to all and ever willing to assist the needy; he was a sober, industrious and faithful servant.

Resolved, That we sincerely mourn his death and deeply deplore his suffering, which has deprived us of the companionship of a noble-hearted Brother. Consolation is offered us in the thought that our earthly loss is his eternal gain and that he is now enjoying the reward of the just and good.

Resolved, That we tender our sincere thanks to all who assisted in alleviating his suffering from the time of the accident until his death.

Resolved, That as a just tribute to the memory of our departed Brother we drape our Charter in mourning for the space of thirty days.

Resolved, That a copy of these resolutions be published in the UNION PACIFIC EMPLOYES' MAGAZINE and In the Uinta *Chieftoin.*

ALMY, Wyo., Jan, 17, 1889.

ALMA PETERSON,
THOS. FALLS, } Committee.
ALEX. MAIN,

UNION PACIFIC EMPLOYES' MAGAZINE.

VOL. IV. MARCH, 1889. No. 2.

BLACKLISTING DISCHARGED EMPLOYES.

General Manager Kimball has issued a circular as follows:

From and after this date (January 1), if any man is discharged from the service for cause, the proper officials of other divisions must be notified of this so that he will not be employed at any other point on the lines controlled and operated by the Union Pacific, including the St. Joe and Grand Island and Oregon Railway and Navigation Company. Any man that is discharged from the service for cause must not be re-employed without a written approval by the general manager of the company from whence he has been discharged.

This has been in force on the Union Pacific for years and carried out with evident delight by some of the officials with discharging powers, and the apparent reason for reissuing it is only to extend it over the additional lines and to remind that class of their duty, who when compelled to discharge a man for cause considered they had done enough.

The above order covers all that makes the much talked of "blacklisting system." True it does not say that other roads shall be notified but do or will their officials be refused an inspection of the books? When John Doe, a former section man, who was discharged for "cause" by a section foreman, applies for work on another road will a correct reply be refused to a letter asking for his "record?" Are such things done? Yes, by an idiotic class that often drift into employing positions and knowing their own inability to judge, after a trial, whether a man is earning his pay or capable of filling a position consequently fear being imposed upon; they want to get some one else's opinion and all the good that a corporation can possibly get from the listing of 99-100ths of their discharged employes they expect to get from thus attempting to protect themselves against the incapacity of their foreman, for if not why keep such books for their benefit and inspection, but as it is the same class that discharge as well as hire this protection must really be a negative character.

A railroad corporation has a right to protect itself against vicious, bad, drunken men, but are those all the causes for which men are discharged? Are they not the exceptions rather than the rule? Is there not a personal equation to be found often back of the returns? Who is generally the judge of the causes? Is he always a fair-minded man? Will he never allow personal matters to bias his judgment? Does it make a man incapable because an unfair-minded man says so? Because a man proves to be a poor locomotive fireman or engineer is it any sign that he would not make an excellent section man or *vice versa?*

A railroad company needs men to perform its services the best possible. It has no need to ask where men came from, all departments

can be justly protected against men who have been criminally negligent or incapable, causing loss of life, limb or property, or endangering the same, from again occupying positions that would cause the same liability without injuring men that are not of this class, and they or anyone else have no occasion to go further, and they become criminal if they do.

If Mr. Kimball's order had named the "causes" it would have carried with it an indication of progress in railroad management, instead it leaves it to the judgment of anyone who for a moment may occupy a discharging position, while it requires a general manager to again right or correct a mistake.

What a delightful means for revenge such a system creates! What gross injustice arises from it! It acts as a shield for the despicable minded and places a burden on the conscience of one who would deal fairly. The one knows that he can carry revenge beyond even the power of discharge and excuse himself by saying he had nothing to do with it, it is the orders. The other grieves because he is sometimes compelled to do it.

A man makes a mistake, and the best are liable to do so; the foreman in charge of the work may feel that he should discharge him, to overlook it might, in the near future, compromise his own judgment, or he may be glad of the opportunity; if he does, it is for cause and no other official in that or any other department can again employ him till the general manager says so. What does that generally mean to a man in the sparely settled country along the Union Pacific, a long tramp for another place, the breaking away from home ties and the breaking up of the home. How often does a "cause" arise that justifies that? Has the *company's service* been improved *by it?*

It may be said that deserving men will not suffer, but they have; that the foremen are all too fair-minded, but they all are not. A roadmaster on the South Park Division of the Union Pacific once discharged a section foreman for "cause;" the cause was he would not pay for his job another year, having paid $10.00 per month to the roadmaster for the previous year, and paid it in advance at that; the roadmaster wanted a man there that would pay. True, fortunately circumstances were such that he was exposed and the foreman reinstated, but not till after he had been set out of the section house by order of the roadmaster. The roadmaster was discharged and the amount he had taken from this foreman paid back from what was due him from the company. If this roadmaster had not been exposed, and it was only by chance that he was, would this section foreman have been published for having been discharged for cause? Would the service of the company have been improved by it? While this man is not at present roadmaster for the Union Pacific he is for another company that publishes its discharged employes.

About four years ago, one, occupying a position on the Union Pacific of general foreman in the locomotive department, told how one of the men under him had cut him out of "his girl," and said, "But I will get even with him; I will find cause to discharge him and black-ball him," and did. He is yet in the same position.

Another "boss" some months ago found "cause" to discharge and blacklist a man, which cause was not drunkenness, incapacity or neglect of any kind. Not long since the aforesaid boss was asked if he had any objections to the man's working on any other part of the road, and answered: "Yes, by ——, he can't work for this

company as long as I have anything to say." There are several foremen, who know the capacity of this man, would be glad to give him work, but the above assertion stands in the way. A few years ago the relative positions of this man and "boss" was reversed. "It is a long road that has no turning."

These instances are only a few of the many illustrations that can be produced to show what lays back of the returns in the matter of finding "causes" and the abuses that will arise out of so general a system, and it will be so until an intellectual and moral force arises and crushes it out.

MEDDLERS.

When a person attempts to enlighten others on subjects which their ignorance of causes them to lose what is justly their rights, and from such lack of knowledge others take advantage of and reap a benefit, something will be heard said about meddlers.

Those who fear the loss of an advantage from such a cause hold up such a person as a "meddler," a despised person; others hold him as a teacher, as a saviour.

A strike of workingmen for an increase in wages against a decrease or for improved conditions, is often announced as the work of meddlers.

A prominent railroad official said, not long since, when asked regarding some labor troubles on the lines under him, "Those men would have been all right if they were left alone; they would have been perfectly satisfied if some meddlers had not got among them; those agitators are the bane of business; they should be suppressed." It was evident from his talk that some of his plans, in which the cost of the labor of these men figured conspiciously, had been upset.

When one finds himself satisfactorily situated he does not like to be disturbed, nor have those satisfactory conditions meddled with. "Ignorance is bliss," at least they would have all believe it so.

The abolitionists were meddlers in the eyes of the pro-slavery men. The organizer is a meddler in the minds of the unfair employer. The lighthouse, street lamp, or watchmen interferes with the business of the wrecker, pirate or thief.

The employer who objects to organization of workmen is dishonest; his very objections indicates that, as much as the objections of the thief to the watchman. He knows that he is dealing unjustly with his employes. It is only the criminal that objects to police vigilance. It is a crime against society to, knowingly, retard progress; he is a criminal who objects to and hinders the diffusion of knowledge. His objections arise from selfish fears, be he employer of his fellowmen, from whose ignorance he reaps a rich reward, or the doctrinarian who lives off the creduality of others. Many persons apparently believe that the world was created as they found it for their special benefit and any one who jars or disturbs this are meddlers.

What a barbarous world this would have been if there had never been any meddlers. Man would have remained just as he found himself, when the first glimmer of reason dawned on him and raised him above the brute; every invention or discovery interferes with the affairs of some one who protest against the meddling and the louder the cry the more certain it is that the meddling is doing good and should be kept up in that direction. Where the objections to the organization of wage earners is the greatest there is certainly the place where it is needed the most.

If an employer of labor spends thousands of dollars to break up an organization among his employes it is certain that he believes that it will personally repay him. He acts the same part as the pirate wrecker on the high seas, who destroys the lighthouse that his prey may be reached easier.

This class of meddlers, who would do mankind good, not by their own acts but by education, have always met with opposition. The missionaries to a barbaric people find their work often proscribed, they are driven out and persecuted. It comes from those who know no better, or those who being in power under existing conditions fear the loss of power through the changed conditions that education would bring.

The royal family of Russia suppress all knowledge that tends to make their position less secure. Human nature does not change with geographical lines. A Mohammedan missionary in England or America would be considered a meddler by Christains. The Mohammedan believes that the Christain teacher in Turkey is. The liquor dealer knows that the Prohibitionist is interfering with his business. All are meddlers.

However much the meddled in social affairs may be despised he who does not act as such when occasion arises is shirking his duty. It is a duty of all to take part in all affairs that will improve the conditions of humanity, to teach others less fortunate how they can gain and exercise their full natural rights. It was a duty of freeman to strike the shackles from the slave though in doing so they meddled with the affairs of others. It is equally as great a duty, for he who has the power, to relieve oppressed humanity no matter where it may be found; if he does not do it he becomes an accessory before the moral law as much as he would be before the satutes if he would not prevent a murder when he could or expose it when he knew it.

Let all be careful that they are not committing a moral crime by trying to avoid being called a meddler.

ELECTORAL REFORM.

"It is by the ballot that the workingmen should seek redress for their wrongs," is the popular expression when remedies for labor's ills are discussed.

The result of the ballot is said to be the voice of the people, the voice of the people the voice of God, but, if the average legislative hall or council chamber echoes the Almighty's sentiments, there must be a mistake somewhere; either the Almighty is the reverse of what he is generally believed to be or else the result of the ballot is not the voice of the people; we believe the last to be about correct.

If the result of the ballot does not express the wish of the people how can they expect by it to get redress. Is it not folly to attempt to accomplish anything with a tool totally unfit for the service expected of it? Is it not absolutely necessary that the tool shall receive attention first?

Our present system of carrying on elections does not allow the people an opportunity to say who they wish to represent them, they can say which of two or more machine representative evils they may prefer but that is all, and before there is any sense of saying that redress must come by the ballot the present system must be abolished and one instituted that will make elections practically express the wish of the people.

Our present system does not allow the people to choose who shall be their candidates for places of makers and executors of the laws, for the reason that the mass of the

people, whose industry makes us a nation, are so engaged or surrounded by such circumstances as will not allow them to give the time and attention that is demanded by present methods, consequently, the idlers and those who live by their wits and stand ready for anything that will bring them returns have full sway in the matter of choosing who the industrial class shall vote for, which, they can accept or reject for in the name of one of two great parties they will be chosen anyway.

Again it gives the vote uyer a sure means of seeing the goods delivered and the employer, who claims that he owns the votes of his employes, an opportunity to hold the lash over them. It places the control of our elections completely in the hands of the worst elements of society, who, having no regard for their honor, sell the power they thus have to the highest bidder. Hence it is that capital and great "interests" are represented while labor is not nor can it be while the power remains where it is, out of the reach of the mass of the people.

The average intelligence of the nation must be raised before the full possibilities of the proper use of the ballot can be reached under any system, but the raising of the average depends, in a great measure, on the reform of the present system.

Bills are now before the legislatures of twenty-six states for the establishment of what is known is as the Australian system of voting. This is an indication that the people are awakening to the dangers that now confront them, in the carrying out of popular demands. But few if any of the states will adopt these measures through their present legislatures, and this fact indicates well how firmly the people are already bound. The average representative knows too well that the adoption of such a measure means the legislating of of them and their kind out of office forever; they are like men acting as jurors on their own case.

A measure of this kind has just failed to become a law in Idaho. One representative, who is an employer of labor, said he would not vote for a measure that would make it any easier for his employes to vote against his wishes; he expressed only what is in the minds of thousands of others, and there are undoubtedly thousands of wage earners whose lives are a continual struggle, and who have been confronted with troubles that they were legislated into that have the same objections, it would take from them the chances of getting a few extra dollars on election days for which they are apparently willing to continue under the present hopeless conditions for the sake of getting. But those who do not think this way, who desire to see our nation composed of a prosperous people and justice unbound, are in the majority, and they are to be found in all legitimate callings in life; it is those that must make the effort necessary for the change that will cause the result of the ballot to be surely the voice of the people, then, and not till then will there be cause to hope for redress, through the ballot, of the wrongs that the masses are suffering under.

The dismal failures of the past, to bring to the front new parties is sufficient to show that there is but little to hope for in that direction and then if they should succeed to make them better than the present ones they must be surrounded by the protection that an honest ballot gives.

All who desire to see a purer administration of the peoples affairs and the encouragement and assistance from just laws in the advancement of the happiness of all and the making of our nation a

true republic should concentrate their efforts on the reformation of our electoral system as a foundation necessary for further building.

STRANGE APPOINTMENTS.

Occasionally we hear of the promotion or appointment to an official position, by some corporation of large employer of labor, of some one who had been prominently connected with some labor organization. It is only occasionally and is generally considered to be out of the regular order of things, but when the record is broken busy-bodies at once begin their hunt to find if it is not a mistake and that the appointing power really did not know what he had done. They are always ready to advance the information free gratis.

Why should such a sentiment exist? Do such promotions prove unsatisfactory? Is there really any under-laying danger that is to arise? Have there any such wretched precedents been established as that of the combination of sunday school teachers, deacons, cashiers, missing funds and Canada, to cause any to hold up their hands in holy horror when a man is advanced in the social scale who has proved himself a trustworthy person, a competent workman and a good citizen who has endeavored to improve himself and his surroundings, and to better further these has joined his strength with his fellows for the common weal?

If there is any good reason for it, it has never been made plain. It comes from minds so narrow that only prejudice and bigotry can find room to swallow.

We do not know that men who are members of a labor organization for the principles that they promote has grieved because they are generally over-looked when *promotions are made, or* felt that *they should look up to* the one who is promoted, but the rot that comes from those that believe that there is a wide gulf between a mere member of a labor organization and an employer or railroad official, and that the fact of holding membership must be *prima facie* evidence, that the party is incapable and should be relegated to the rear rather than advanced to the front, is certainly very nauseating. Or from those, who, if they do not believe such, at least act as if they thought that they could advance themselves by acting on that idea.

The following press report from Omaha to a Denver daily paper is a sample:

> Thomas Vickroy, the master workman of one of the Omaha Knights of Labor Assemblies, has been appointed private secretary to George W. Cushing, the master of machinery of the Union Pacific.
>
> The appointment created quite a sensation and was a general surprise, owing to Mr. Cushing's supposed antipathy for the Knights af Labor. "Mr. Cushing is one of the worst enemies of the Knights of Labor," said an old Union Pacific employe, "and this appointment is certainly strange. I can only account for it in one way—he must be trying to pacify the the knights, and hopes to bring about a reconciliation by putting Vickroy in this position." This appointment will be quite a blow to several worthy aspirants to the position of private secretary, and will, doubtless, cause very bitter disappointmeat to some very deserving men.
>
> The appointment of Mr. Vickroy is certainly a very strange one. Yet, as he has served the company officials several good turns in helping them avert strikes, it is nh more than he deserves. Yet it was only a short time ago that Mr. Vickroy was notified that his services were to be dispensed with. "I guess not," he told Mr. Hackney, and then there was a little confab in which the mystic words "Knights of Labor" were mentioned and Mr. Vickroy remained.

In the above, besides giving the the fact, the attempt to account for the horror of the whole thing, the narrowness of the mind from which it came, is well depicted.

Mr. Vickroy is one of the oldest employes of the Union Pacific; That should intitle, and his long experience should have fitted him

for his position; and we hope that he will fill it to the satisfaction of the company, credit to himself, and honor to the organization of which he is a member. If he proves unfaithful to his duties he should be expelled from the organization for conduct unbecoming a knight.

The obligations of a member, if lived up to, will keep him on that moral level where he will strive to do right; and we trust that the day will come when the advancement of a member will not cause wonderment, but that the fact of membership will be the best of recommendations; with that will come a time when those despicable minded, who refuse work to persons known or suspected of being members, and who ask others to withdraw from labor organizations as a necessary step to their being advanced, will be relegated to the rear to give them an opportunity to try and instill in their minds that—

"A man's a man for a' that."

COMPETITION OR CUNNING.

The struggles of mankind for wealth, power and position has been incessant since man first declared himself the superior in nature; when not with nature, in reducing her bounties to man's needs, it has been with fellowman—a struggle for possession of what has naturally fallen to each alike—what nature has stored and labor produced.

While wars for plunder and extension of power are not as common as in less civilized days, it has, in the present blind struggle for riches, taken only a different form, it finds justification under the name of competition, if it succeeds it is success, whether it is competition or downright thievery; the result of moral, industrial or intellectual powers, or cunning and knavery, *the popular* voice applauds it as the result of superior powers, and willing hands aids the successful; the truth of the adage, "There is nothing succeeds like success" is seen. It is what answers the general demand.

Cunning and knavery being the shortest route becomes the commonest used, the man with wealth is not questioned as to how he came by it, the man in position as to how he arrived there. It gives him power, position and honors from his unsuccessful fellows, that is sufficient. It passes as the result of competition, it ranks them as superiors.

Who has wealth that is not the result of his own industry or that of his predecessors, position without superior qualities, reached it by the shorter route, it was not true competition, by it the rights of others less cunning have been usurped or suppressed. It has raised the cry for reform, a remedy is demanded and many are proposed. It has caused some to declare all competion a menace to the happiness of mankind and the necessity for the suppression of individuality in the machinery of state, because they recognize only the false side of it.

It has placed honesty at a discount, it has created a popular idea that the end justifies the means, it has forced the honest to be classed as plodders, the crafty as progressors.

The true competition, that brings to the front the superior qualities, causes no injustice, it forces no one back, it merely lengthens the line in front. It makes the standard, industrial, intellectual and moral worth; this is what all who desire to see the world better than it is should encourage and push forward; it will go a long way to right the many ills and injustices that are now felt. Its force will be such that it will reduce those who have arisen through cunning

to their true place. It will force every tub to stand on its own bottom.

At present, all men act to a greater or less extent on the idea of looking out for number one, regardless of how much they may infringe on the equal rights of others; might is recognized as right. All cannot look out for number one with equal strength, if they could there would be nothing but true competition, the crafty would be forced to keep within his bounds but many are more capable, stronger intellectually and physically than others; and, within the bounds of their natural rights would outstrip their fellows, but they are not satisfied with that, and the weaker can only hold their own against such by uniting their powers, and keep united while they gain equal individual powers, if such is possible or they will not survive the contest as now carried on.

The past few years has seen the struggle to "get" regardless of means growing stronger. The people of the United State have, as yet, hardly began to think about what this must lead to, if it cannot be checked and the injustices of the past righted as far as possible. Union of the weaker parts, organization, has as yet been only acting as a preventative and so far with indifferent results, from the amount of good they have done all have received. How many thousand there are at present who have received of this, at the same time feeling the oppressive results of the so-called competition and have wasted their opportunities to aid in checking and righting it, even trying to destroy that which has brought them good and the only hope of succor? The man is either a fool or a knave who says labor organizations have never done him any good. If it had not been for such unions of the weaker, might would have allowed the crafty to have helplessly bound the rest of humanity. Every comfort and liberty we now enjoy has come from this class of agitation and resulting organization, from the dark ages to the present time. It is true that much complaint is imaginary, and arises through the jealously of the less fortunate in natural powers, and success in life through apparent rightful means, cannot always be accredited to the individual. The secret of the success of the successful and the failure of others often dates before their existence, but imaginary complaints are easily corrected. The fact of the existence of such does not justify those who class all complaints from such causes, or prove that none others exist, and inherited intellectual and physical powers was not first gained for them through cunning or craftiness. There is as much honor and true competition in the bringing into the world of a intellectually and physically strong posterity as in the same results seen in the individual. The raising of the industrial, intellectual and moral powers of humanity will raise equally the results from true competition.

The workman who through close attention to his work, the study of the principles on which it is based, gains to himself powers that causes him to outstrip his fellows has done the world good, he deserves honor, but does not always get it, for life is often too short to him, it comes after him, for the reason that he is, under present conditions, forced back by the acts of the crafty, their apparent brilliancy for the time shadows him, an injustice results, and thus it is that right demands that honors be given through merit and true competition, through which such is gained, be encouraged and the cunning that is now taking its

place and trying to pass for it be suppressed.

True success at most is only known by comparison; it is really only the degree of cultivation that is given the natural talents each has. The one who doubles his one talent is as great as he who doubled his ten talents; one has been as successful as the other according to his capacity and should reap accordingly.

A MOVEMENT has been started by some of the former members of the Knights of Labor, who are dissatisfied with the open reasoning policy that has been pursued for some time, to revive the old secret plan. The Associated Press sent over the country a long report of this and with the evident intention of showing that the Order was still going to pieces. Whatever it may indicate it is not that men are giving up organization but rather the contrary, and that if the open plan is hampered by enemies the opposite will be tried, which is perfectly natural. Such a course may be necessary sometime but we doubt if that time has arrived yet, it will only come when the reasoning ones are compelled to give way. While the move may now be small and only a rumor, it might be well for all parties to consider the causes that lay back of it. Men often unknowingly tread with contempt on dangerous places. There is often only a thin shell between a man and destruction.

THE conference of the chief officers of various labor organizations, held in Philadelphia on the 14th of February, is indicative of the progressiveness of the times. A number who it was expected would be present were not, but the reasons they offered showed only regret. It indicates that the federal leaven is still working, though resting apparently at times. The necessity of federation, especially among railroad employes grows plainer every day. The efforts that have been seen made by corporations to prevent federation surely is a strong witness in its favor. The common good of the nation demands that some power be created which will insure justice to both railroad companies and their employes, and without the utter destruction of the means that either side may have for protection. There also comes in a demand that the public shall not be put to losses and inconveniences through matters they have no control of through strikes and other minor hinderances. The thorough organization of all classes and their federation is the only power that can be created that will be great enough for that. The railroad shareholders of the United States have an organization for mutual protection and one, John Livingston, its president, sends a communication to the *Railway Age* the past month, in which he bitterly complains of the organization of railroad employes, which he calls conspiracies, and demands that a law be passed by Congress to prevent them. We have not, as yet, heard that the organized employes have demanded that the shareholders association should be abolished or believe that it will interfere with them in any way, but the fact that a man in his position should go before the public with so radical a proposition should furnish abundant food for thought, and which should drive out all petty feelings that stands in the way of thorough organization and federaation as speedily as possible. We shall give further attention next month to what Mr. Livingston has had to say.

Attempt the end, and never stand to doubt;
Nothing's so hard but search will find it out.
—*Herrick.*

WHY WE SHOULD ATTEND OUR MEETINGS.

As a genesal rule members of Local Assemblies, especially in remote and isolated districts do not show sufficient interest in their meetings, and, as a consequence, we find that out of a given membership in good standing not more than one third, or at the utmost one half can be found in attendance at any regular meeting of their Assembly. This discouraging fact may be ascribed more to the generally uninteresting nature of the routine business itself, rather than to any indifference on the part of the absenting members to the general principles of the Order. Those Brothers say — and their complaint is considerably borne out by the facts—"that there is no business of any importance to be transacted, and that while they are ready to maintain all their pledges, and labor for their consumation, they do not see the necessity of putting in their regular attendance which is required by the laws." Now Brothers, while there may be some truth in this excuse for nonattendance, there is considerably more error; and with the intention of correcting this error and giving you a better idea of why you should attend your meetings. I have ventured on writing this essay.

In the first place then, I will say that much of the carelessness and want of interest arises from the fact that the members consider only what duty and allegiance they owe to their own Local, and forget altogether *what is due to, and expected of them by the whole organization of which their Local is only a part.*

In order to better illustrate this argument, we will compare our organization to a great standing army with headquarters at some particular place, while its regiments are scattered far and wide through the country it occupies. But though its component parts are scattered, this army loses none of its efficiency and power; because the rules and regulations laid down for its government are strictly observed. Though there is no enemy to be encountered, nor no rumors of war, the daily drill has got to take place, arms and uniforms must be kept in order, and regular reports furnished to headquarters. In this way by keeping up discipline of the different detachments the the efficiency of this great though scattered army is always maintained.

And so it should be with the organization of the K. of L. We too are a vast army though our weapons are the high and holy ones of moral suasion—not physical force. Our headquarters are at Philadelphia; our detatchments are found wherever a Local Assembly displays its Charter. Our drill is to meet in regular session, and though no important business may claim our attention we can interchange ideas, get thoroughly posted in the work of an Assembly, and learn how our fellow soldiers and co-workers in other portions of the garrison are getting on.

Do not think then Brothers that our meetings here are devoid of interest, or tends to no good. Everytime we come together we are perfecting our discipline, and advancing one more step towards the goal for which we are striving. We have done much already. We have only to raise our eyes and see what a few Brothers, earnest and determined, and strong with the faith that was in them have accomplished right here in our midst. On this barren prairie which, but a few years ago, was trod by the moccasin of the Indian, we have raised this spacious hall; and though its walls are not marble, nor no tapering spire points upwards to the Heavens, it is consecrated to as noble a purpose as the proudest temble in the land. And why? Because the gospel we preach is not sectarian; not designed for the mighty ones to the exclusion of the poor and lowly—Ours is the creed of creeds taken from the life and labors of the Great Master himself—the practice of brotherly love and welfare of universal humanity.

Therefore Brothers, within these walls let us meet and labor, and let each do his individual part, humble though it may be, to help forward the noble work in which we are engaged. And in years to come, when perhaps we are passed away (but that for which we now strive has been accomplished) and peace and

prosperity dwell in the homes of the emancipated toiler—some traveler passing this way will say: "There stood a temple of that Order whose labors have changed a nation of slaves into freemen; there a few brothers met in council and worked for the common weal; they are passed away but the good they accomplished survives forever. Peace to their ashes." L. Mahoney.

(Read before L. A. 3667, Stout, Colo.)

ARE WORKINGMEN "CULPRITS?"

In the June number of the *Review*, Henry Melrose argues that the workingmen are responsible for the evils that legislation entails upon the people, for the reason that the laboring classes control the popular elections. Mr. Melrose tells the toilers that they are the culprits. Is this true? Grant that the workingmen wield the balance of power at the polls, and that by their sufferage bad men are elected to office: does it follow that the toilers are the culprits, and that they alone are responsible for the wrongs that are committed in the name of the government? If not, let us reverse the judgment.

Unscrupulous politicians, posing as statesmen, have been heard to say that the people, being the source of power, are responsible for the abuses in the public service, and that, as the government is corrupt, so are the people. If these imputations upon the social body are true, popular government is very little in advance of the despotisms of the old world, and, instead of worshiping at the shrine of Liberty, the people of the new world have been and are hugging a delusion in the vain hope and apparent reality that they are devoting themselves to the great cause of human freedom and justice. Men high in the councils of the republic have uttered some of these slanders against the integrity of heir countrymen—men whose skirts are besmirched from dragging through the corrupt pools of commercial politics.

They are the cuttle fish in the political sea. Behind the infirmities of the people they seek to hide their own deformities.

Superior intellect is sometimes blighted by an evil genius which preys upon the common mind. The average mind, absorbed and circumscribed by the drudgery of toil, is not on its guard against the song of the siren. Truth is always uppermost in the human mind. The same evil genius of intellect which is responsible for a violation of penal code, is responsible for the wrongs of government. The ignorant and vicious, the tramp and the pauper, are wheedled by the evil genius of superior intellect and intelligence, or are bribed by the man of money to desecrate the temple of truth and liberty by casting a dishonest ballot for a dishonest man, who, having acquired official patronage and political power, devotes himself to despoiling the temple and poisoning the springs of truth and justice. The fruits of this great crime are borne in the frenzy of the mob, the violence of the strike, and, finally, in the awful judgment of an outraged people, whose mighty voice and tread shake down the thrones of the world and revolutionize forms of government.

The great heart of mankind beats in sympathy with itself and with the vices and sorrows that mingle in its blood. The higher judgment and better impulses of all men dictate obedience to those great principles of justice which, flashing from the honest intellect, never fail to move humanity in the right direction. To this better sympathy and higher judgment the leaders of men must appeal.

The current of human thought runs in the channel of truth. It may at times be diverted from its natural course by the evil genius of intellect which is manifest in the corrupt use of power and money, and in the sophistry of overleaping ambition. The beasts of the field are under the dominion of man; the dullest beast of burden may be made to appreciate his kindness or resent his anger. There runs the parallel between the weaker and the stronger mind. As it is provided by the law of the state, that every man should use his own property so as not to injure his neighbor, so

is it declared by the higher law that the man of superior intellect and wider knowledge should not use his superior gifts and greater acquisitions to the detriment or disadvantage of his fellow-men. These self-evident truths and vital principles are little heeded by the over-ambitious men engaged in the scramble for place, and power, and spoils.

Every order of animate creation has its kings. We are pleased to speak of the kings of men. Some men have greater intellectual endowments and greater knowledge than the mass of mankind. While, now and then, an unlettered man will accumulate a large estate, the rule is that the men of knowledge and superior mind amass the great fortunes of the world. It remains for those of superior intellect and intelligence to discover the fountains of truth, and to turn their vitalizing streams out into the barren places, and to make beautiful flowers bloom in the melancholy wastes.—*Linus S. Webb in North American Review.*

The are 3,140 national banks in the country, with a capital of $500,000,000; surplus fund, $185,000,000; other undivided profits, $700,000, and the outstanding circulation against bonds, $151,702,000. The individual deposits amount to $1,350,000,000, and the Goverment deposits to $56,000,000. The total number of new national banks organized during the year was 132; 42 banks went out of the system during the year, of which 34 went into voluntary liquidation and eight failed, making a net increase of 90 banks. The net increase of capital in the year has been $14,000,000, and the net increase of circulation nearly $17,000,000.—*Ex.*

CRIME AND POVERTY IN IRELAND.

With the increasing education and constant improvement socially, Ireland has also ridden herself from the greater part of the outcasts of society—the criminal element. It is a long established fact that a nation whose people take pride in its halls of learning and unchecked, profuse spread of knowledge, sees her criminals vanish. It must be admitted however, that through the inviting shores of the American continent, the United States absorbed a considerable portion of that class, because figures tell; figures of the United States courts. That other nations send representatives of their penitentiaries to free America, is well known; but mostly such who got "even" with the government and in turn are shipped to our shores to indulge in the business anew.

During the last three decades 1851–1884 stood before the Irish courts:

Year.	*Criminals.*	*Criminals in 100,000 Population.*	*Acquitted.*	*Per Cent.*
1851	24,624	374	10,288	.42
1861	5,586	104	2,292	.41
1871	4,482	83	1,911	.42
1880	4,716	88	2,319	.49
1881	5,311	103	2,698	.51
1884	2,295	59	1,300	.44

Not included in this table are the persons who were accused of violating the Crimes Act of the year 1882. No juries were called into service conducting cases that fell in the jurisdiction of that act as threats, rioting, agricultural crimes and minor offenses. Accused were in 1883, 841; 1884, 701; 1885 only 506. The great number of the acquitted must be accounted for through the influence of the Irish National League. For light offences arrested were in 1875, 243,145; 1881, 208,193; 1884, 233,188 persons, among whom were sentenced 92,927 for drunkenness, and 28,993 for doing bodily harm and enjoying in countless fights. In 1881 the Irish prisons had a population of 3,280 souls; the ten reformatories, 1,195 youthful criminals; in 52 industrial schools 6,160 deserted children who committed some criminal offense.

Although the declared income of Leinster is 39 per cent, Munster 23 per cent, Ulster 29 per cent and Connaught 9 per cent; from taxes respectively, 34, 37, 26 and 9 per cent so has the number of paupers not decreased as in the neighboring kingdoms. In 1861, 50,683 paupers were assisted (including 10,422 able bodied persons), 1871, 74,695; 1880, 100,856; 1884. 108,831; 1885, 106,717 (7,416 able to work), and it came one pauper in the above years in 114, 72, 53, 46 and 46 inhabitants. R. C. C.

THE POTOMAC.—ITS MEN AND ITS MEMORIES.

[CONCLUDED.]

MOUNT VERNON.

As we leave behind us the old city of Alexandria, we steam down the smooth Potomac toward Mount Vernon.

On the right bank of the river we first pass an old fish settlement called Jones' Point. In 1792 the *initial stone* of the boundary line of the District of Columbia was laid here. Upon this site there is now built a large stone light house, and about fifty yards west Hunding creek empties into the Potomac. On this creek the swift little reed-bird, much prized by epicures, is hunted. It is an insignificant, saucy little bird, about the size of an English sparrow of the eastern states or the so-called snow bird of Nebraska and the north-west, but when properly prepared is a morsel fit for gnomes and fairies.

Next we pass Fort Foote, which occupies a commanding position on a high bluff, over a hundred feet above the waters edge. It is an enclosed barbetle and was constructed during the rebellion and was one of the defences of Alexandria. In October, 1878, it was dismantled by order of the War Department.

Fort Washington is the next landing before we reach Mount Vernon, and is five miles distant therefrom. It was first called Fort Warbarton. It was selected by Washington as he viewed it from his Mount Vernon piazza, as the site for a splendid defense on account of its prominence and elevation. In the war of 1812 it was abandoned and blown up by our forces and the English sailed up the river and sacked Alexandria. It is the oldest fort built by the government, erected 1793-4. Its wall and quaint watch-towers are blackened, stained and almost hidden with ivy; yet its cannons frowning from the portholes, shows that time has not affected its readiness for action. From this point we catch the first glimpse of Mount Vernon.

The first tolling of the ships bell is followed by a lowering of the flag staff mast. The engines stop their monotonous puffing and we recognise these things as signals that we are approaching the resting place of that man, whom Peter the Great pronounced "the greatest soldier of modern times."

From the wharf where we land, Washington used to load and ship the flour from his own mill, which is said to have been so favorably known at the custom house as to pass inspection. The old stencil with which the sacks and barrels were marked, is in possession of The Ladies Mount Vernon Association.

Upon landing we climb a little hill and pass a row of weeping willows, brought from Bonaparte's grave, on the Island of St. Helena. Strange that there should be associated together incidents in the lives of men so widely different! At the command of one, soldiers fell into line, and obeyed from love, respect and a thirst for liberty; and nations applauded him. At the command of the other, nations trembled, and frightened serfs bent their cowardly knees through fear—one whose orders saturated a continent with the blood of its people and the tears of the widows and the fatherless.

The tomb is of brick and familiar to the eye of every school boy through multiplied prints in the school books.

In compliance of a clause in Washington's will that it "shall be built of brick" it was so constructed by his executors. The entrance is barred by a double iron grating, above which is a plain marble slab with the inscription:

"Within this enclosure rest the remains of General George Washington."

In the ante-room are seen the sarcophaga of Washington and his wife. In rear of the vault rest about twenty relatives of the Washington, Blackburn, Corbin, Lee, Bushrod, Curtis and Lewis families.

In the winter of 1832 Congress for the last time made an effort to have the remains moved to a compartment in the crypt, under the dome of the Capitol, for which it was originally intended; but as the family in deferance to the Generals wish, preferred to let the body rest where it was, no removal was made. On Octo-

ber 7, 1837, the body was sealed in its present sarcophagus, the iron grating locked and the key thrown into the Potomac.

On one of the inner walls of the tomb, is a tablet with the inscription:

"I am the Resurrection and the Life, he that believeth in me, though he be dead, yet shall he live."

In two corners of this tablet some gray sparrows have built their nests.

The sarcophagus of Mrs. Washington is perfectly plain, with the simple words:

Martha,
Consort to Washington,
Died May 21, 1801, aged 71 years.

That of Washington is also plain, ornamented only with the U. S. coat of arms, upon a draped flag, under which is the simple word:

WASHINGTON.

One of the eagles talons in the coat of arms is missing—broken off during the rebellion by some relic crank. This is the only outrage committed, we are informed at Mount Vernon, though unarmed pickets of the North and South often met before the tomb—met as brothers, only here.

The old tomb is on the right of the path to the Mansion and is enclosed by a wooden railing painted white. It commands a fine view of the river, but is not so quiet and secluded a spot as the new one occupies. Lafayette, in 1824 as "The nation's guest," visited this place to gaze upon a spot where rests in seclusion the puissant arm which broke the chain and gave us liberty.

The Mansion is a wooden building, with sidings cut and painted so as to resemble stone. Entering the central hall from the east, the first object of interest is the "Key of the Bastile," which hangs in a glass casket on the wall. This emblem of oppression was presented by Lafayette to Washington, just after the destruction of the bastile in 1789. Tom Paine, about this time, wrote: "That the principles of America opened the bastile is not to be doubted; hence the key comes to the right place."

The quaint woodwork and wainscoating in this hall and the adjoining rooms attracts much attention. The entrance from the east door commands a magnificent view of the Potomac, or as the Indians called "Pedhammouck."

The ponderous brass knocker on the west door of the hall, (nearly as large as a twelve pound sledge) which so many illustrious hands have lifted, presents a very dignified individuality, and is in marked contrast with the jingling silver door bell of the present. In this hall hangs a *fac simile* of Lafayette's agreement to serve in the Continental army, made in 1776 with Mr. Silas Cobb, then our minister to Paris.

The east parlor or music room contains among other things Washington's rosewood flute, similar to the old wooden fife of antebellum days, and the harpsichord (piano), presented by him to his wife as a wedding present.

The banquet hall, though small must have presented a stately appearance in its day. In this room such notable characters as Lafayette, Rochambrau, D'Estaing. De Kalb, Hamilton, Jefferson, Marshall, Richards, Henry, Lee, Bob Morris, and the celebrated artists, Houdan, Peale, Chas. Wilson and others enjoyed the hospitality of the Washingtons. The first paper hung on these walls is said to have been hung by the hands of the gallant Marquis De Lafayette. The chief piece of work in this room is a marble mantlepiece, carved out of Carrara marble, and the columns are of Sienna. The carving was done in Italy by the world-renouned Canova It is now covered by a wire grating to keep it out of reach of the relic fiend.

In this room there is also under a glass case, a model of the terrible French prison, the bastile. It is cut from a block of granite, taken from the walls of its original, after the thundering cannon of Napoleon had released the poor wretches who lay confined behind them, without hope or thoughts, save yearning for death. On the west side of the room is that celebrated oil painting of "Washington before Yorktown," by Rembrant Peale. In what is known as the Pennsylvania room is a rare engraving ordered from Canova, in which

Washington is represented as an old Roman holding in his hands a stone tablet on which he is inscribing laws, and with his sword under his feet is leaving the warrior and becoming a statesman.

The next room which is generally shown the tourist is the chamber in which the great man breathed his last. Here many a pilgrim has stood and in his mind followed the career of the surveyor boy from the hills of Virginia to the tomb.

Very fitly does American history center all of its heroic beginning on the Potomac, for not one of the heroes of American wars but traces his loyalty and devotion to his cause to the yellow banks of the sluggish old Potomac.

W. B. RISSE.

NORTH PLATTE, Nebraska.

THE EIGHT-HOUR WORK-DAY.

The convention of the American Federation of Labor, held at St. Louis, Mo., December 11 to 15, 1888, decided that all efforts of organized labor should be concentrated upon enforcing the eight-hour work-day, May 1, 1890. The circular sent out reads:

We are fully conscious of the responsibility resting upon us and the importance of this movement, and shall do all that lies in our power to achieve success. We are equally aware, however, that unless you perform your whole duty and give the movement your hearty co-operation our best efforts must inevitably fail.

The movement to limit the hours of labor to eight per day has for its purpose the improvement in your material and social condition, and is further reaching in its beneficent influences upon the toiling masses that can be stated in this circular.

It is not only wrong to work too many hours a day while so many of our fellow-men are walking the streets and by-ways in idleness, but it is the height of folly.

So long as there are two workmen looking for one employer, wages and our condition generally will tend downward. Let us, by our combined effort, reduce the hours of labor so that more employers shall seek workers. It requires very little thought to perceive that when the hours of labor are reduced in any trade or calling wages increase and employment becomes less fluctuating. The history of past efforts in this direction is so replete with unvarying proof of this that it may truly be regarded as an axiom.

The convention of the American Federation of Labor has most appropriately set apart four days upon which the working people of the entire country are called upon to hold eight-hour mass meetings in every city and town. These days should be red letter days in the history of the labor movement. They are:

Washington's Birthday, February 22, 1889.

Independence Day, July 4, 1889.

Labor Day, September 2, 1889.

Washington's Birthday, February 22, 1890.

The movement to culminate in enforcing the eight-hour work-day, May 1, 1890.

Fellow-toilers, we urgently call upon you to hold these mass meetings upon the days named, and for the purposes of this movement at least secure the co-operation of all labor organizations to achieve the great boon of eight hours' labor and no more.

Perfect your organizations, Urge every man and woman who works at your trade or calling to join your ranks, so that you may be the better prepared at the appointed time, May 1, 1890, to enforce eight hours as a day's work.

We desire to emphatically impress upon your minds that our movement must be conducted in a firm and dignified manner, becomming the manhood of America. Remember that nothing would give the enemies of labor greater satisfaction than to see or hear violent harangues by which they could create the opportunity to nip our movement in the bud or divert it into an improper channel. Let our watchwords be: Eight Hours! Firm, Peaceable and Positive.

join labor organizations and scarcely know the purpose thereof. They appear to think that by merely being initiated, the desired results will be accomplished. While there is any excitement on hand, or the prospects of trouble ahead, they may manage to be in attendance and make themselves heard at the meetings, but when the excitement ends their interests likewise conclude They may, possibly, keep their dues paid up and call themselves good members, but they never think that the organization needs their presence and individual efforts. They apparently lose sight of the fact that only through persistant and constant work and watchfulness can benefit be secured and be maintained. It is in times of quiet that labor should be preparing for the future. J. B. F.

DENVER, Colo., Feb. 25, 1889.

Editor Magazine:

The promised "something interesting" made last month has not been found or arrived yet so I will have to delay reporting it.

Matters in the shops with us have been very quiet, if not altogether satisfactory, the usual grumbles and smiles are seen, caused by the no overtime order. Those who loaf all day so as to be rested and ready for the overwork at night are not evidently the happy ones.

It seems strange that even the most selfish cannot see that a reduction in hours is far better than a reduction in force or wages, but the reason why they do not see it is they expect if a lay-off took place they would be the ones to remain. There is nothing that will cure a man of that complaint quicker than for him to be out of employment and unable to find it. Who has not experienced the anxiety of wondering who will be the ones to go in case of a lay-off, or when it is reported that such is to take place. Reduction of hours removes that and should be considered a boon rather than an injury, at least until such time as affairs can or will be managed so that such lay-offs will be unnecessary.

Harry Stubbs, who left us several months ago to take a foreman's position on the Ft. Worth, is again back with us.

A few new faces are to be seen around. One very bright original one was added to the lathe force a short time since. He parayized the boys when he attempted to fit a bolt and do the calipering with his thumb and finger. His pay should be advanced from the minimum.

The familiar face of Dan Hadfield was seen around to-day. He says Trinidad is going to be a good town but it comes awful slow.

There is plenty of needed work to do in sight but only what must be is done, but it matters not, it will have to be done sometime and men will have to do it.

Politicians are arranging their sails (sales) for the city election, but I hear that Wolcott has gone East. He got elected U. S. Senator all right, and his barrel will probably be missed now.

Contracts for several miles of cable road have been let and ground has been broke for the Larimer street line, these will absorb some of the surplus labor, but there is more men than the demand. Men in the East should beware of advertisements for them to come to Denver; work is not so plenty but what there are prenty to do it.

Building keeps brisk but there will have to be a slack up on that sometime.

The Legislature is not making much of a record so far; the state would have been better off if it had paid all the members their salaries and sent them home after the Senator was elected. Plenty of bills have been introduced for the benefit of the masses, but there is but little on which to base hope that any that amounts to anything will pass. One bill making members of labor organizations outlaws has been introdnced. If it would pass and be enforced it would probably eventually do more good than any or all of the others.

RESOLUTIONS OF RESPECT.

At a regular meeting of Red Cannon Assembly No.10217 K. of L. the following resolutions of respect was adopted:

WHEREAS, It has pleased our Heavenly Father to take from amongst us Brother Josuha Humpage, who suddenly departed from this life on the seventh day of Febuary 1889. Therefore, be it

Resolved, That while we bow with submission to the will of Almighty providence, we deeply lament the loss of one so endeared to us in the bonds of Brotherhood, and as a member of Local Assembly No. 10217; we sincerely extend our heartfelt sympathy to the relatives and friends of the deceased in their sad bereavement; and as a token of respect to the departed, we drape our charter in mourning for a period of thirty days.

Resolved, That a copy of these resolutions be spread upon the minutes of this Assembly and the same published in the UNION PACIFIC EMPLOYES' MAGAZINE, Evanston *News*, *Chieftain*.

ALMY, Wyo., Feb. 16, 1889.

JONATHAN JONES,
HENRY STEWART,
PETER ELLIOT, } Committee.

THE QUARRYMENS' LAMENT.

It was in the month of Jannary in the year of '89,
With hunger and starvation we were forced to combine,
To demand our rights and liberty and something fit to eat;
For we no longer could stand to work on sour bread and meat.
For Valentine was so kind, to the cook he thus did say:
Deprive them of butter and that this very day;
The crackers, too, disappeared from view,
And the slap-jacks they were raw,
And if you had iron teeth the meat you could not chaw;
And if the Company they should know they never would agree
To rent this compulsion boarding house to any one like V.
Although he makes a fortune by starving quarrymen,
You bet your life the Company is the losers in the end. KILEKRATIO.

STOUT, Colo.

UNION PACIFIC EMPLOYES' MAGAZINE.

VOL. IV. APRIL, 1889. No. 3.

SHALL THE WAGES OF RAILROAD EMPLOYES BE REDUCED?

The losses from mismanagement of railroad properties, or from the extravagance that the managers may be guilty of, all sink into insignificance in the eyes of many to the losses caused through the exorbitant (?) rate of wages paid the employes; and this drain from the receipts, which they believe should flow into the scanty purses of the railroad owners, has always received a great amount of attention, and the checking or lessening of this drain has always been sought as a means by which glory could be reached. Many officials, from the "straw" boss up, believe it is their main duty to pay attention to this in order to receive "honor" rather than through the improvement of the management of forces, or display of mechanical skill.

When was there a time, in the history of railroads, that there was not a downward pressure on the wage rate? And why has it been so? Are they paid higher, or as high, as equally as hazardous and skilled occupations in other branches of industry? Do they live better than they are entitled to? It is rarely that an attempt is made to advance an argument in favor of the downward pressure. It has always been a question of might. Can men be forced to work for less, has been the uppermost thought. Thanks to the combinations that have been forced into formation to resist this pressure, might has not always prevailed. It has not been able to force employes into abject slavery.

Now comes forward the President of the Railway Stockholders' Association, John Livingston, in a communication to the *Railway Age*, with a demand that these combinations be abolished by law, and Congress to legislate a reduction of the present "exorbitant" rate of wages paid. That the downward tendency shall have no check except the limit of bare existence. He says:

> The time and occasion have arrived for invoking the power of Congress to prevent the unwarrantable interference of certain secret societies which, holding annual sessions whose proceedings are involved in darkness, have sworn to govern and to *levy what tribute they please* upon the transportation lines of the country.

It will probably be news to railroad men that any of their organizations have been able to levy "whatever tribute they please." What would have been the conditions if they had not existed? He says further:

> Taking advantage of the antagonistic conditions heretofore prevailing among some of the principal railroads, the Brotherhood of Locomotive Engineers were enabled to secure almost a monopoly of one of the most important branches of the service and to extort wages unreasonably excessive as well as to *exact courtesies and privileges* not only burdensome but subversive of descipline and inhibited by law.

This man Livingston must have a very miserly mind which has been well worked up by reports to him from unsuccessful managers, who have laid the blame of their failures to the organizations they had to contend with. It is on a par with what Tom Potter said Eastern railroad officials believed about the Union Pacific, that it had been ruined through the dictations and operations of the Knights of Labor, rot that no man fit to be outside of an asylum would believe, but Livingston's aristocratic feelings have evidently been badly shaken because "courtesies and privileges" have been granted to mere slaves, which he says would not have been so if there had been a more friendly (federal) feeling between the railroads.

Such has been the spirit shown toward all employes of corporations since corporations were established for the conduction of business, and there would be no objections to labor organizations if they did not check that spirit, and Mr. Livingston's attack on them is the best evidence of their general success, as is more plainly shown in the following:

But. however pernicious the theory upon which this class of railways servants proceeded, the conditions were such that until the inauguration of the strike of last February upon the Chicago, Burlington & Quincy system no effective efforts were made to check the mercenary machinations of their leaders, although the willingness to do so had been ever present in the minds of the wisest and most experienced among the railway managers.

To propitate the grand chief, whose *fiat* fixed the ransom to be exacted from railway proprietary for the privilege of conducting their own affairs seemed the humiliating but necessary expedient of the weaker roads. because to contend against the organized stubbornness, the combined audacity and criminal threats and acts of some of the deluded men who had been inveigled to surrender their own individual will, conscience and independence into his keeping was regarded as likely to lead to more dangerous *and damaging* results than would follow unconditional capitulation involving an increase of transportation rates by an amount sufficient for responding to his demands.

Digressively, we commend the following remarks by New York's *great and noble* mayor, Abram S. Hewitt, on December 29, 1887, which seem not wholly inapplicable to the case under consideration:

"When a body of men sitting in secret arrogates to itself the powers of the common carrier, and says 'Thus far shalt thou go and no farther' —that, I say, is an attack upon the very foundations of social order. They are worse than burglars, worse than highwaymen; for instead of taking the property of the citizen they rob the whole community." — [Abram S. Hewitt on Knights of Labor, Dec. 29, 1887.

What better argument is wanted than the above? What railroad employe after reading it can say organization has never done me any good. But the Stockholders' Association should hush up their President. What better description of the acts of the average railroad corporation could be wanted than his quotation from Hewitt? Has all the agitation, political party planks, demands for legislation to regulate railroads come without there being some cause for it? It cannot be said that all of it was of a demagogic character.

The remainder of Mr. Livingston's communication is devoted to trying to prove his proposition that Congress should regulate the scale of wages, and that more effective conspiracy laws should be enacted. The acts of the various States are cited, and a table showing the wages paid in Europe is given which he says averages three times as great in the United States as in Europe, if the cheaper cost of living in the United States is considered. He tried to put employes' associations into bad repute by declaring that they are always led by bad men, some of whom, he says, he has documentary proof to show have thrived upon tributes exacted by them from railroads for immunity from robbery, which evidence, he says, will be furnished on application. We have applied for it and hope to be able to give

it to our readers in the next issue. The Brotherhood of Locomotive Engineers received the most attention, and he says that the secret records of their 25th annual session, held at Richmond, Va., with letters and other documentary evidence, are reserved for his next article. Space will not allow us to take up all that can be of Mr. Livingston's letter.

He has had it printed in pamphlet form for distribution, and certainly the more it reaches the better for railroad employes. It certainly contains much that should be instructive to them. It is just such opposition as that that is needed to make organizations grow.

Many classes of railroad employes are not now receiving living wages; none are receiving more than they earn. American workmen need better wages, earn better wages and will have better wages than are paid to railway employes in Europe. If they cannot then railroads had better pull up their tracks and let the people go back to the stage coach.

American railroads make more money than European railways, and it is the better paid class of labor that makes it. Millions of European capital comes here every year to get the benefit of it, which is the best of evidence that railroads are not losing money.

A certificate of membership in a labor organization is no more evidence that the holder is connected with a conspiracy than the holding of a certificate of railroad stock. An officer of a labor organization is no more a "demagogue" or "blackmailer" than an officer of a railroad, and never work in secret as much as they. Their acts are open to inspection at all times. Nor are they conspirators, as the President of the Shareholders' Association is, for he must have entered into a conspiracy to obtain the secret records of the engineers' convention. Nor do they stir up discontent in order to enjoy the pleasure of it, as the shareholders' president claims.

Discontent existed before organization, and was the cause of their formation, and so long as men of the Livingston stripe have any connection with railroads the cause will evidently remain. He says he "wants employes to live within their means," which "means" he wishes to have arranged for them, but he is evidently in the wrong pew in America. His argument in that line will strengthen organizations, for it is not in keeping with popular sentiment. The will of humanity stands first; its wishes must be considered first. The mass of workmen are in the majority. They have a right to say who they will work for. They, and they alone, have the right to fix the rate that they will work for. All other conditions must conform to it. If wages go up then railroad rates must go up, if they are not already receiving fair remuneration. What is needed most is fewer fluctuations all around; a steady diet is better than gorging and starving alternately.

Railroad legislation has much to do with Livingston's attack, but legislation can never make railroads do business for less than they pay out, and wages draws heavily on that amount. If wages were doubled the remedy lays in increasing rates accordingly. If wages were reduced it stands to reason that the rates would have to go down in time, and the shareholders would stand the same in any event.

Railroads are doing business by the right of franchise given by the people under certain conditions, one being that they shall treat all alike, and because they have not is the principal reason why there is complaint against them. They have charged all the traffic would

bear, but they have found it would bear more at one point than another. They have to blame themselves for hostile legislation, but there is nothing that will change that faster in their favor than maintaining fair equitable living wages to their employes.

WHO PAYS THE TAXES?

Our government is supposed to be one of the people, by the people and for the people. In theory it is such, but no one will try to prove that it is in practice. All are entitled to equality before the law, but every one who has seen the application of the law, or given the records of our courts a thought, know that all do not get justice.

Whatever discrepencies there are between the theory and practice of our government are the faults of the people. The practical operations of our government reflect the thoughts of the people, or the extent of their thoughtlessness.

Many things, that under monarchical governments, cause some citizens to be looked up to as superiors, that have no rightful place in a republic, we have inherited or bred into our present government. Much of this is seen in our "property qualification" laws. The holders of titled deeds take the place of the old lords of the manor. The popular will has allowed citizens of the nation to be considered under the classifications of tax-payer and non-tax-payer. The citizen whose name appears on a tax receipt is in many ways made to stand superior before the law and in the management of the affairs of the government. A question arises of issuing bonds on which to borrow money for public uses and the tax-receipt holder is in most states the only one who can vote on it. *Many offices of public* trust can be *filled only by the* receipt holder. Thousands regard those who can show no tax receipt as persons who contribute nothing to the support of the government and consequently should have nothing to say regarding its affairs. There never was a greater fallacy. Let it predominate and the whole structure of our government would fall.

Rich as the natural resources of the nation are, they would be valueless if it was not for the labor that is put into them, and it is from the values thus made that the expenses of government must come; consequently, whoever does the most in the performance of that labor does the most to make the nation prosperous and has the most at stake in the management of the government, and the popular voice of such should direct its affairs. Whoever by labor produces something contributes to the public treasury, but thousands of the producers of the nation fail to recognize the fact. They accept the receipt holders' argument as correct; thus they fail to take that interest that they should in those affairs that are of vital importance to them, and which is necessary for the well being and perpetuity of a government of the people.

Such views are demonstrated in the thoughtless expression, "Well, it is nothing to me; I don't have to pay for it," that is often made by workingmen and others when the question of public expenses arises, for it is the wage workers that make the mass of the non-tax receipt holding citizens, and in the fact of this too common idea of the extent of their interest in public affairs lays much of the reason why their wants do not receive proper recognition. In it will be found the seed, that allowed to grow, will cause the fall of the republic.

It is natural for all persons to take interest in what costs them

something. The more they know it, costs them the more interest they take in it. This is seen in the lack of interest in public affairs. The too common belief that he who does not hold a tax receipt pays no taxes, and, consequently, that the corrupt use of political power and waste of public funds leads men to think that it costs them nothing, and this false belief must be corrected, and the most humble citizen made to see that in every penny of public expense he has a financial as well as moral interest before the rights guaranteed by the constitution will be enforced with certainty.

Every man who is not a pauper pays taxes on all taxable property that he and all those he supports uses. A rent receipt, a receipted bill for goods that a man and his dependants will, or have, consumed is as true an indication that taxes have been paid by him as the holder of the receipt of the tax collector. The taxes were charged in on the rent or cost of the goods.

If a workmen rents or uses a house that is assessed as high as that in which a millionaire lives, he will pay as much taxes. The owner or occupant of a public house or hotel pays no more taxes than any boarder or guest who uses equally as great a proportion as he and his family. The merchant pays no more taxes on his goods than that on what himself and dependants consume. Whatever more his tax receipt may show is paid by the purchaser who consumes the goods.

Thus it can be shown that every person, not a pauper, pays taxes, if not directly he does indirectly, through an agent in the shape of a landlord or merchant whom he must also pay for the trouble.

Let every man realize that he is a tax-payer, no matter if he never saw a tax receipt, and he will realize that public expenses are something to him—something he will guard more carefully. It is easily demonstrated that the person who comes in possession of taxable property at once becomes a more active and better citizen, with an increased interest in public affairs, over what he showed before, and the cause of the change lies wholly in the fact that he then, for the first time, realized that he had a financial interest in public affairs, when perhaps the property he then owned and paid the taxes direct on was taxes for less than that on which he had formerly paid the taxes on through the rent collector.

Remove the fallacy that the man who can show no tax receipt pays no taxes, and it will make room for thoughts followed by action that will greatly aid the solution of the labor question.

THE BAD EFFECT OF BOOMING A LOCALITY.

There is now before the Colorado Legislature a bill for an act to establish an emigration bureau and to appropriate money for its maintenance; or, in other words, a bureau to induce a crowd of people to come to Colorado. Legislatures of other States and Territories have enacted similar measures, and the real estate dealers, speculators and merchants generally in the western cities contribute to a pool for the purpose of advertising places. There is a grave wrong committed in this way that is nothing less than criminal, and justice loving people should join hands to suppress it.

It is commendable to build up a city and increase its population, and consequently its wealth or that of individuals only, when it is not done at the expense of others, and that can be done only with the steady onward steps of industry.

The object in getting State aid to increase immigration is solely to benefit the speculators who have

gained control of the natural resources, which makes the wrong doubly bad, for it robs the citizen to benefit the few by misleading the many.

There is little to show that a city or State ever gained anything by forcing the natural growth, and the reaction often cripples them; but the immediate wrongs inflicted on innocent individuals in consequence of the unqualified advertising of a locality is what we want to call particular attention to. That which induces men to immigrate to a new locality is the hope of bettering their condition. The "boomers" of a locality must raise that hope; their main dependance is in showing the opportunities of obtaining employment, or establishing business, and the high rate of wages paid or profits that can be gained, and they succeed well in their undertaking.

Many people, who have become dissatisfied with their present location, or discouraged in life's struggle, think they see their opportunity in an advertised locality and, without further investigation, pack up and start at once, many borrowing on what little they have, or using all they have, to reach their objective point, fully expecting they will at once find remunerative employment that will put them on the road to prosperity. Many bring their families along with them. Such people can be seen any day in Denver and other Colorado cities, and the charitable institntions are crowded with applicants for assistance, for they cannot find employment, as there is probably five persons waiting for evory job that is likely to be open for the next six months at least. This is more particularly among those who depend on common labor, making it so much the worse being least able to stand it. The real estate agents and others, *who have been the cause* in connection with the State government of their coming, offer them nothing but a fine lot(?) at boom prices on which they say, "You are sure to double your money in thirty days," or a house for $20 a month and up, but that is offering a hungry man a stone.

What is needed in a greater proportion of those who will create employment for themselves and employ others, and less of those who depend on some one else to make it. And these proportions come naturally only and not by the forcing process.

Many say that men should not start without knowing more of the country they are going to, but how are they to know it. Few of them read papers that are in their interest, and the commercial press is in the hands of those who expect to profit from the crowd, for a certain proportion of those that come will have some money, and that is what they want and generally get.

Those who are now employing men also seek to gain by taking advantage of men's reduced circumstances to employ them or put them in the place of those now in their employ at reduced pay.

The employment offices, those curses of the poor man, also reap a harvest. Eastern papers and advertising bulletins teem with notices asking for men in Denver and other western places. The same is true at Denver for other places further west. And the agents send them on after getting a fee, only to add greater injury. In Denver papers can be seen advertisements for men wanted in Washington Territory. Letters from there say that there is nothing for those that are now there to do. The Denver Republican of March 25th publishes a letter from Farmingham, Washington Territory, signed by four men who had been induced to go on there

by an employment agent at Denver, saying that they could find no employment and no prospects of any. The same is true of Idaho and Montana. On another page we publish a communication from Almy, Wyo., a coal mining camp, which shows that there are several hundred idle men there, as the mines have shut down, but that in the face of it men are coming in, having been sent there by employment agents at Denver and other places; and the same is true at Carbon, Wyo. It all shows an unhealthy condition of things. We have received many letters from eastern parties asking if there is dependance to be placed in the advertisements they see of Denver and other places, and we can say to all others as we have to them that there is none. The natural resources are true enough, and it is true of most places, but speculative booms never develop them, those who open them will do so only after paying the speculator, and with such means as they may bring.

The inducing of men to come to a new country by false hopes is as criminal as robbing him by other false pretenses. It has brought sorrow to many families; it has eaten up the savings of years; it has caused them to awaken from pleasant dreams of hope to find themselves in a strange place without money and without friends, and yet State governments and city governments are parties to such outrages on citizens whom they are supposed to protect. A State or city government should be compelled to find work for every idle man now in their limits and all who come on the advertisements they pay for. Otherwise they commit a crime against the citizens of States and localities wherein they circulate their advertisements, and there should be some*thing in the laws and* constitution governing the relations between the States for their punishment.

RUMORS OF WAR.

War talk is being indulged in to a great extent at the present time. Anything that may arise between nations is made to serve as the basis for such talk.

The European nations stand with with the hand on the sword hilt, and armament is being strengthened, and the later improvements in war machines are substituted for the older. The United States is building a navy or trying to, and the need of more ships and better fortifications is the cry from numerous sources, and all this in civilized countries, or those supposed to be civilized.

There must be a purpose in all this. Will not a war result in course of time, and will it not be for other purposes than the mere settlement of a question that may appear to the masses? Does not the history of nations teach us that when a people become restless, discontented, demand reforms in their government and classes become oppressive, a war is soon inaugurated? Could kings have ruled, and hereditary aristocracy oppressed the people of European countries for so many years if it had not been that the will of the people was kept down through the effects of wars? Have they not been inaugurated principally to give the masses something else to think about than their own condition? To forget them in the noise and excitement of strife, and to renew their waning allegiance to their hereditary rulers, who have made the masses believe that their country, their families and homes were in danger on both sides, urged them on to each other until they had expended that force that their rulers feared, and they saw the masses again looking up to them, and all done at no cost to them

rulers, as the debt must be paid by the masses, or the interest on it, which is all that is wanted.

Wars aid in securing to ruling powers a perpetuity of political position and property holding, which generally have gone together, and an extension of them, which are the roots of the causes of all wars, and used for the benefit of the few.

Great Britain has never carried on or declared a war against any people that the gain of wealth to a few of her favored citizens or the retention of what they had was not the real cause. The retention of or extention of political power was only to make the wealth gain easier or perpetual and the interest on the cost of all her wars is now paid by the masses, which will be perpetual, or until the masses arise and repudiate it, as will ultimately result, for it is impossible for them to ever pay the original debt. Similar truths can be said of the wars of other counties.

The civil war in the United States made possible the creation of our army of millionaires, who, if the nation ever engages in war will be the instigators of it to relieve the pressure of discontent that is increasing and threatens to destroy them. The agitation for the creation of machines of war and a powerful militia is in their interest and not of the masses.

Rumors of war are circulated to work up a people to that pitch to carry on war and the creation of war material. A war creates debt, debt to money holders. A debt tends to keep a people at the grindstone.

The Samoan affair plays in favor of the money class of the United States, who are the ruling class at present, as well as in favor of similar classes in Germany, and it is over a commercial, matter increas*ing wealth for a few.*

German rulers have a discontented people to govern and this discontent threatens the existence of the present rulers. Their only hope is in war, whether it be successful or unsuccessful, and war will certainly come. The ruling power of the United States, which is the money power, stands in a like position, and war is what they want.

So long as we have the natural patriotism of the people to defend the nation we are safe from wars. Let a powerful navy and other artificial defenses be created and an occasion will be created soon to use them. Let a war arise between the United States and Germany over the Samoan affair and it should and can be quickly ended without any losses to the masses of either nation, by compelling the powers in whose interest the war would be created in both nations to do all the fighting. Let them be set off by themselves and the masses go on about their life's business. There would not be much war or bloodshed. Or it could be ended nearly as well and quickly by the masses of each nation turning at once and destroying the powers that would have them fight, and then let the two armies shake hands and return to the industrial pursuits of life and the pursuit of happiness. There would be fewer graves and a smaller debt by this method, and the cause of the war would be completely removed and consequently everything fully settled.

Wars have been the curse of mankind and for the benefit of a few, and all wars of the future will be the same. There will be wars until the masses grow intelligent enough to look deeper than the surface for the causes and destroy what they find there.

What folly is now expressed by the common people on a war rumor. How well they play into the

hands of their oppressers. "Well, a war would be a good thing; it would make things lively. A good big war in Europe would make business good here," are samples as if it would be nothing to them except the part they think is good. They reckon on nothing except the immediate future and because of such their advance is slow. They do not know that such talk is what oppressors of humanity like to hear, who, knowing that it indicates a perpetuity of the relative positions they occupy will ever be encouraged by them. Will the common people ever see it in the proper light?

There is no just excuse whatever for wars between civilized nations and there will not be when their real causes, the wealth-seeking of the few, are destroyed, but the conditions for such a general war are growing fast and unless the common people arouse themselves and check what threatens them they will suddenly find themselves swept into the vortex of war with their fellows of another nation, and all for their degradation and misery and the greed and power of the few.

THE UNION PACIFIC RAILROAD AND THE GOVERNMENT.

Congress has adjourned and, after all its show in that direction, leaves the debt of the Pacific roads to the government as they found it. There are a number of years remaining before the debt will become due in which Congress can do something, but it is very doubtful whether it will.

President Adams is reported to have said that no further attempt would be made by the company to reach a settlement, and that he had no hope of seeing anything done; that he wasted four years in a futile attempt at an honest settlement, and that he had no more time to waste on it. This would indicate that no more pressure would come from that direction, and that the opponents to a settlement would have it all their own way.

There are several species of opponents, some of whom probably are actuated by honest motives, though they are not the ones who have wielded the most influence. They are the ones who desire the government to enforce the original contract or foreclose, and to punish those who may have been guilty of crimes in the past management of affairs. This last would be a hard task, from the difficulty of fixing the responsibility; besides many of the parties are dead. They also wish to see the government acquire full control of railroads, and see a chance for a beginning. But in this they certainly do not give full consideration of affairs as they are, for if they did, and really wished to see the government make a successful start, they would not want the Union Pacific to commence with, for what the government could take, or would have fall to them, would not be the complete system that the present company is managing. Those who hope to see the early accomplishment of government control of all roads would certainly be disappointed, and the move in that direction set back many years. All that could possibly result from efforts with government operations in view in forcing a government foreclosure, would be the contrary to what they would wish. They are aiding the ones they would least wish to, and injuring the popularity of their own cause at the same time.

The other class of opponents to a settlement Mr. Adams fully describes in the following, stated before the Senate committee, the truth of which is plain to all who have watched congressional proceedings in this matter:

"The Wall street wrecker, too, has a keen scent. Among men he is very much what a wolf is among beasts of prey, or the fin-back, shovel-nose shark is among fishes—the common enemy of mankind. Whenever a large corporation is in difficulties, even before those managing its affairs realize the fact, the wrecker is on hand. It was my fortune to take charge of the affairs of the Union Pacific Railway Company at a time of great financial trouble. The failure of Grant & Ward had taken place. The company was in debt; its relations with the government were disturbed. From that day to this there has been no time when I was not conscious of the close proximity of the railroad wrecker, just as the traveler in the woods might hear the distinct cry of wolves; just as a mariner in the tropics sees the fins of sharks rippling the water as they move toward his vessel or prowl about it.

"The emissaries of the wreckers lurk about the corridors of the departments here in Washington and meet you in the lobby and committee-rooms of the capitol. They are always writing letters to cabinet officers. They induce unwary members of Congress to offer resolutions of inquiry or to submit for reference measures calculated to do us injury. They send communications over all sorts of signatures to newspapers. Thus they manipulate the Wall street market, and through fluctuations in values, eke out a precarious living for themselves and broken-down hangers-on. Black-mailers, not unseldom discredited clerks or unprosecuted defaulters, they have always at their tongues' end the nauseous cant of reform. None are so honest, so thoughtful of the dear public, so anxious that the government should get its due, as they—they who never yet in their lives consciously uttered a true word or did an honest days's work. Such are the men and their emissaries who have long been greedily eyeing the Union Pacific. There are good pickings in it still.

"In their moments of confidence among themselves they openly and longingly express an abiding faith that if they could once break down the present stock-holders' management they would have things their own way. A government receivership is their dream. Just now I chance to stand between them and their prey. Cannot Congress, or the government, the committee on Pacific railways, or the secretary of the interior, be so worked upon that one or the other will drive me out? Then, at least, the wrecker would have his day so long waited for. And so, month after month, and session after session, they *would howl about* these entries, and lobbies and corridors, and committee-rooms, observant, hopeful, hungry, carefully snapping up, meanwhile, each unconsidered trifle."

The competing lines have also had their hand in the matter, knowing full well that a government receivership would put the Union Pacific out of their way, and ultimately result in the courts ordering a sale of the road, which would be completely as they could wish it, and certainly not as popular sentiment would call for, nor as the best interest of the nation demands.

Matters in which the people have a direct interest requires business commonsense as much as private affairs, and this is what is wanted in the adjustment of the government interest in the Pacific roads.

There is no room for demagogueism in it. A private citizen in settling a bad partnership or business venture would make the most of the conditions as they were, and not attempt to do anything on imaginary ones, which, after theorizing on, concluded he would prefer. The government can do no better than to follow such a plan, and if the results are not wholly satifactory, be satisfied to know that it had done the best it could, and that it would be more careful at the start next time.

The interest of the employes in this matter rests in the prosperity and permanency of the business in which they are engaged. With such conditions assured it matters not further whether the government, the present company or some other company manages affairs. Their special interest can now only center on the question whether that result would come under any of these conditions.

The first is not at all likely to attempt it with the present degree of education on such matters. If some other company obtained con-

trol of it for speculative purposes, rather than as a permanent, legitimate business, as would be most likely if it came into their hands through a forced sale, it would not likely result in the employes receiving much consideration.

The interest of the people along the line lies wholly in seeing some kind of a settlement reached. In order that some degree of stability may result, and in seeing that done will keep up a healthy competition and the prevention of the consolidation of the control of the means of transportation in a few hands, as the tendency of the times indicates may come soon.

A VICTIM OF THE BLACKLIST.

It was Christmas Eve, snow was on the ground,
And I was waiting the Chicago train at a country town.
A freight went dashing past, I heard a piercing scream,
A tramp had tried to board it, but, blinded by the steam,
Had missed his step and fell beneath the train,
And now he lay a bleeding mass, his legs cut in twain.

We raised him up carefully on an old car door,
Carried him into the station and laid him on the floor.
A doctor came, but could do nothing the life blood to stay;
Poor fellow, he seemed to know it, as helpless there he lay,
For he looked up at us, strangers, and, although very weak,
He made a dying effort, and thus he did speak:

I am no regular tramp, I want you all to know,
I was a Western Union telegrapher until six months ago.
I worked in Chicago and never missed a day,
Living happy with my wife and daughter, little May.
One day the chief dismissed me, and blacklisted my name,
Because I refused to pay a very unjust claim.

I sought other employment, but had no success,
So I made up my mind to try the far west;
What money I had saved I gave to my wife,
With advice to use it sparingly for the necessaries of life.
Oh! how it wrung my heart to say good-bye to little May,
And leave them there alone on that September day.

Since then I've been wandering from city to town,
Asking for work, wherever an office could be found,
But, alas, for my efforts, the answer was always this:
"We cannot employ you; you're on the blacklist."

Sometimes a chief took pity, and put me on a sub,
Until I earned enough to leave the city and buy a little grub.

Last week while in Denver, through the kindness of the boys,
I sent my wife a telegram to buy a few toys,
That I would try to be at home on Christmas day,
And wanted to fill the stocking of our little May.
But God has willed it otherwise, and I'm dying here alone,
And never more shall see my loved ones at home.

The blacklist has done its work; I feel the chill of death;
I am growing very weak and its hard to get my breath.
There's a dairy in my coat pocket, and please be so kind
As to to send my dead body to the address you will find.
Also write a note to my darling wife and say
That my last thoughts were of her and little May.

I fear this affliction is more than she can stand,
I hope my Chicago friends will extend a helping hand,
And give my family that sympathy and aid
That always has been given, without requests being made.
Its getting so dark; I feel so faint and dizzy in my head,
Please don't forget to—one gasp—he is dead.

Like many others who had listened, my eyes filled with tears,
In sympathy for the wife, when the sad news she hears.
The coroner empannelled a jury, and held an inquest,
And disposed of the body according to the dying request.
No wonder employes rebel at such methods as this,
Just think of the suffering and sorrow caused by the blacklist.

BARD OF THE KEY in *Electric Age*.

THE USUAL WAY.

This world is very funny,
For no matter how much money
Man is earning he will spend it and be hard up all the time.
To his utmost he is straining
To catch up without attaining,
Till he makes his life a burden when it should be bliss sublime.

He who earns a thousand merely
Thinks two thousand yearly
Would be just about the figures to make happiness complete;
But his income when it doubles
Only multiplies his troubles,
For his outgo then increasing makes his both ends worse to meet.

It is run in debt and borrow,
Flush to-day and broke to-morrow,
Financiering every way to postpone the day of doom;
Spending money ere he makes it,
And then wondering what takes it,
Till he, giving up the riddle, looks for rest within the tomb.

Oh! this world is very funny
To the average man whose money
Doesn't quite pay for the dancing that he does before he should;
Then he kills himself by trying
Just a little higher flying
Than is suited to his pocket and his own eternal good.

—Chicago Mail.

MISREPRESENTATION IN CONGRESS.

At the present moment the House is in a deadlock. While I sit in my seat I notice how one man can block the legislation of the whole country, and a singular reflection crosses my mind as to whether our national government is not less representative than we sometimes imagine it to be. For instance, is it not an absolute denial of the right of the people, what is occurring now? Here is a large majority of the House desirous of expressing their views in one form or another upon the Oklahoma and the Union Pacific Funding bills—measures affecting countless numbers of people and vast interests—and yet one man holds them in check, obstructing also all other kinds of legislation, for the transaction of which three hundred and twenty-four other members were sent here.

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At the present moment nearly half of its members will not sit in the fifty-first Congress, yet here they are, only prevented by the deadlock from passing laws for the country, while those who have been chosen in their stead have to wait *thirteen* months before they can voice the changed sentiments that have elected them.

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Under these circumstances, to have the lower House only representative during one session out of two, to have it placed a distance of thirteen months from the people, further to have it rules admit of one man controlling its legislation, is fraught with danger; and if you adduce any inference from the fact "that things have worked well" without a change, the inference is that "things have worked well" because the will of the people is not represented in the quickest and most effective manner. You fail to notice also that the reason "things have worked well" is because no real strain on our institutions, fortunately, yet has come. The nearest approach were the circumstances that led to the Electoral Commission, for the war was not a strain on our *institutions*, it was *only a strain on our union*. The government set up [illegible] our own in machinery, and had the confederacy succeeded we should simply have beheld two commonwealths of the same distinctive character running side by side—in the one case tolerating the slavery of the negro, in the other tolerating the slavery of the masses, if we can call that slavery, which represses the popular voice by a delusion and keeps the masses in check by delay.

No, the real strain is what Napoleon called the stomach question, and you must recognize the value of keeping "things going well," of the popular belief that every man, never mind how humble his condition, has the seeds of a fortune in his pocket, just as the wonderful successes of the French troops in the revolutionary wars were principally due to the belief that every private carried the Marshal's baton in his knapsack. We have been in the condition of Barnum's happy family, and things have gone on serenely because our stomachs have generally been full. Change that belief of future well-being to the full realization that he is lucky who by the most heroic efforts can escape starvation, or at best can hope to secure a bare subsistence, then will come the real strain, and the tention ought not to be intensified by the failure of the people to make their wants heard in advance. * * *

For these several reasons generally you find none of the burning questions represented in Congress. The labor question, the temperance question, the single tax question, the socialistic question have no representative in the proper place, where by arguments the bad that is in them could be shown and held up to ridicule, and the good that is in them could abide. In short, it is principally in local matters that the voice of the people can express itself immediately, viz., in the choice of their roadmasters, supervisors, aldermen and State legislators. Whether the popular will is deviated from its proper channel, as is often claimed, in legislatures by lobbying, in boards of aldermen by boodle combinations, in boards of supervisors by "fence rail" politicians, I will not under-

take to touch on here, as I am dealing with purely national affairs.

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How else can you explain the fact that with all the loud advocacy we hear in Congress of the rights of labor, and we hear enough of it, Heaven knows, not a single vital bill touching the rights of labor has emerged from the funnel end, and become a law, out of the 15,000 bills introduced in the present Congres, and the many "labor days" it has had.

But you say that the development of the country proves that no change in our system of representation is necessary. This is equivalent to saying that because a boy has grown there is no need to let out his trousers. Can't you see that while a pair of trousers may have answered the requirements of a youth at twelve they may hardly do for the man at twety-one, and if he grows, he grows in spite of his breeches, as I have often heard boys will? We are growing out of our breeches now, and at a rapid rate. Questions that the framers of our Constitution never could have dreamed of are agitating the community. Questions between employer and employe, questions of transportation, questions of outrageous rings and startling election frauds. The struggle for mere existence is becoming keener, and with the development of the country circumstances are rapidly approximating themselves to those of European countries. Thus the besotted tendency to consider all that is, is right, can never meet the issue. We are approaching the stomach question, and the members of our happy family are growing restive. Restive as they see springing up around them, for instance, a class of private fortunes that no European countries under monarchial institutions can show the like of, and alongside of which a poverty that is growing apace. Poverty, that in its despair naturally turns to communism, single-taxism and other kinds of isms for relief, and that the "turtle fed" can alone deny the existence of. Poverty, that recording to the report of Mr. Ford, the chairman of the congressional committee on immigration, costs the Empire State twenty millions yearly to support. Not only poverty indigenous to the land, but poverty that is dumped upon our shores, lowering the value of native labor by flooding the market, lowering the standard of the workman's scale of living and making less endurable the conditions of those that toil. Can any one say the action of senates in refusing to forfeit unearned land grants, of legislatures in giving to individuals exclusive privileges, of emigration commissioners failing to enforce the laws against pauper immigration, is not in some wise responsible for these disparities of wealth, and can any sane man deny that the complexities of our representation, its eloborations and its delays are the muddy waters in which corruption thrives? All these several circumstances are working to produce changes in our conditions, and yet our breeches remain the same. It was not till the eve of the French revolution that the necessity of calling together the Etate Generaux was dreamed of. Then it was too late. The breeches had burst, had been discarded, and the nation was "sans culottes." No, our conditions have changed, and because representation is neither direct nor immediate in the lower House, because whatever savors of representation in that lower House is checked in the upper, and further can be hampered by the veto of a possibly unpopular president, or of an accidental one, as Tyler or Johnson, the trousers may burst. Certainly that safety-valve, the facility to secure wealth, is becoming for all except the wealthy, less operative day by day. Huge combinations, the natural outcome of the industrial system, but nevertheless harsh, crowd out the smaller men, and make the road more difficult for him who commences with a slender capital. The present tendency is toward concentration, toward changing the individual proprietor into an employe. A Standard Oil Company, a sugar or coal trust, or an A. T. Stewart, absorbs countless numbers of people who before would have been, instead of subordinate officers, their own masters and their own arbiters of the conditions of the market. Thus

the boy is changing, but the breeches remain the same, remain the same when sixty odd millions of people owe allegiance to the eagle, against four millions when the breeches were made.

* * What, then, shall we do?—sweep away the Senate? Abolish the Presidency? No; you fail to see my point. Confined to its proper limits, the Senate fills a necessary part in our machinery of government, and elected by a popular vote, a Presidency is the grandest "institution" on earth.

Nor will I say that the time has yet come to abolish electoral colleges; this I do insist on, that you give us a House of Representatives that is truly representative, and in your anxiety to protect the *few* that you respect the *many*. Thus shall there be a safe outlet for the changes I have touched upon before they are demanded by the starving, and thus only shall we escape the imputation of keeping "the word of promise to the ear" while breaking "it to the hope."—[Extracts from an article by Congressman Bryce in *North American Review*.]

DAY WORK CHEAPER THAN CONTRACT WORK.

Editor Magazine:

The following article, read by Isaac A. Smith before the Engineers' Club of St. Louis, and published in the Journal of the Association of Engineering Societies, will be of much interest to those who believe that work can be done as cheap by day labor as by contract:

"The object of this paper is not to give you information upon new engineering topics, but to describe the methods adopted in performing a certain given amount of work in a brief period of time. The difficulties that have been overcome in the work about to be described were more from a shortness of time than from any other cause. The work is located in the city of St. Louis, namely, on Hall street, between North Market and Breman avenues. A franchise was granted to a certain railway corporation in this city to build its railway tracks over and upon certain portions of various streets and wharves in the city of St. Louis, which, among other things, required that the railroad company should 'fill Hall street forty feet wide to the established grade within one year' from the date of the approval of the ordinance granting the franchise.

Certain difficulties were in the way, and were not removed until all the time mentioned in the ordinance had expired excepting twenty days. The amount of work required to be done to comply with the terms of the ordinance and save its being forfeited involved the building of an embankment about a mile and a quarter in length, requiring about 97,500 cubic yards of material. All of this material had to be obtained from points outside of the limits of the streets, it being an embankment the whole distance. Two borrowing pits were secured near the center of the work, with an average haul from the borrowing pits to the place of deposit in the road of about 1,300 feet. These borrowing pits were composed wholly of silt, and situated upon the west bank of the Mississippi river. The first work performed was that of building a road from the borrowing pits to the embankment. This was done by cutting down the willows which grew over the borrowing pit, and between it and the street upon which the embankment was to be constructed, and laying them crosswise of the road, and putting dirt upon them to hold them down. The road, of course, being simply a temporary one for use during the time of construction. After clearing all of the logs, stumps and other debris from the surface of the pits, which required two days, on the morning of the third day the work of constructing the embankment began. Sixty two-horse wagons were placed in service for each pit, making one hundred and twenty in all. A space was opened in each pit of sufficient width to load twenty wagons at one time, and seven men were detailed for each wagon, making 140 men, exclusive of a foreman in each pit. After the wagons were loaded they were driven straight forward, without turning, to another road already constructed, and following this road conveyed their load to the place of deposit. When the wagon

reached the place of deposit, it was driven on the dump to a place designated by the dumpman. If by any accident or fault of the driver or horses the load was stopped short of the point designated it was at once unloaded, for the orders were strict against permitting teams to pull a second time on a load after it was stopped on the soft dump. The wagon, after being unloaded, proceeded over the forward end of the dump to the road in the pit. A ticket-boy, provided with a sufficient number of tickets, all alike, handed one to the driver of the wagon as he passed going to the pit. Drivers were required to exhibit forty of those tickets for a day's work. The tickets were returned to the time-keeper every evening. Each wagon was numbered, and each shoveler and dumper was numbered. Men and teams were known only by their numbers. Their numbers appeared upon the time-book instead of their names; the object of doing so was to prevent a multiplication of names, which is often a source of serious error in keeping time on large works. There was one walking foreman in each pit, whose business it was to preserve order among the men and direct where the wagons were to be unloaded. The men were not allowed to speak to each other, neither were they allowed to smoke or drink. Teamsters were not allowed to leave their seats upon the wagon. Men were employed who carried water and watered the horses when they needed it. Ice water was carried to the men when it was needed. If a man was derelict in his duties, or was falling behind in the performance of what was expected of him, the foreman would warn him first that he must do better. If a second warning was necessary it came in the shape of a discharge; the foreman being provided with a pad of blank discharges requiring a very small amount of writing, one of which was handed to the discharged employee, who conveyed it to the time-keeper, and from the time-keeper he received a check on the treasurer for his money, his number being preserved after he was discharged, and a remark made opposite the number in the time-keeper's book stating the cause of the discharge. If the cause was not through any fault of his own, if it was from sickness of himself or family, or from any cause that he could not control, there was no objection to his being re-employed; but if his discharge was occasioned by laziness, desire to drink, or any fault of his own, he was not re-employed. Each pit foreman was provided with a staff eight feet feet long. Three feet and three inches from the end of the staff was a notch cut in it. There was also a notch cut twenty inches from the end. The length of the staff indicated the required length of the wagon. The first notch mentioned, namely, the one three feet and three inches from the end, was the required width of the wagon, and the twenty inch notch was the required depth, and no wagons were permitted to enter the pits that did not comply exactly with these dimensions. The wages paid to teamsters was $4 per day; to walking foremen, $2.50 per day; time-keepers, $2.50 per day; dumpmen and shovelers, $1.50 per day; ticket boys, $1 per day. The second pit was operated precisely as has been described for the first one. The embankment had been properly staked out by the engineers, slope stakes with the fills marked upon them at frequent intervals, and skilled dumpmen were secured where it was possible to do so. The work from these two pits proceeded in like manner until the 97,500 cubic yards of material had been deposited in the embankment. However, all of the material required for the embankment did not come from these pits. There were some cellars being dug in the vicinity, and some street reconstruction, from both of these sources some material was obtained, it being hauled to the dump by the contractors for these respective works. A separate system was observed for this character of work. The teamsters were each given a ticket for a load. The tickets were numbered serially, and each of them contained the autograph signature of the chief engineer. This was done to prevent counterfeiting. These tickets were redeemed at the office of the company in quantities exceeding ten, and ten cents apiece

were paid for them generally. The wagons which conveyed this outside material to dump were of different sizes. Some of them would contain more than a yard and some less. In sixteen days from the time the work began it was finished forty feet wide to the established grade; that is to say, within a period of sixteen days 97,500 cubic yards of material was deposited in Hall street between North Market and Breman avenues. The embankment was about ten feet high and forty feet wide on top. It is usually the case that where work of this character has to be *rushed*, or done within a given period of time, that little or no attention is given to the cost of the work, but in this instance the cost was a very important matter, and every point was closely watched so as to secure a minimum price per cubic yard for this embankment. Before the company concluded to do the work itself a number of prominent contractors were requested, after visiting the premises, to make bids for doing the work, accompanied, of course, by a guarantee that it would be done within the time required, namely, twenty days. No contractor would give that kind of guarantee, and the lowest price to be obtained from any of the contractors for this work, without a guarantee, was 35 cents per cubic yard. The actual cost of doing the work in the manner described was 18 58-100 cents per cubic yard, which was but little more than one-half of what it would have cost had it been let to the lowest bidder for the work. The weather during the time the work continued was very mild and pleasant, condusive to the largest results in a given period. The character of the material conveyed from the borrowing pits to the embankment was such that it required no picking or plowing, but could be readily shoveled, being silt deposit from the river. Care was taken in the pits to see that the surface of the ground was taken off evenly, consequently loaded wagons very rarely "stalled" in the pit or got in each other's way. However, an extra team was kept in each pit to help loaded wagons if there was any tendency to "stall" on the part of the horses attached to the loaded wagons. Not more than one pair of horses was required, however, to over twenty teams. The utmost harmony prevailed among the men, no talking was permitted, as I have before remarked, and at noon hour the men were requested to take their lunch as near as possible to the scene of their operation. Work began at half-past six in the morning, ended at half-past five in the evening, and one hour for feeding at noon, which left ten working hours. Several eminent local engineers, knowing the extent of the work, gave it as their opinion that it could not be done in the limited time, and the writer confesses that he was of the same mind; but there was no alternative but to try, and, favored with fine weather, excellent material and thorough organization, the task was accomplished with the allotted time." J. L. B.

(When work is done on the above-described "Get there, you dogs" plan, it undoubtedly is done cheaply and quickly, whether it be done by contract or by day work under the direction of the original parties, but we do not see that it is to be admired by a Christian community. It smacks too much of Egyptian and Roman plan of accomplishing great undertakings in their less civilized age.—ED.)

CHINESE LABOR UNIONS.

There is no country in the world where labor is so organized as in China, writes a correspondent from Canton to the Denver *Republican*, and every branch of employment has its trade organization or guild. There are 1,700 men who run passenger wheel-barrows in Shanghai, and the guild that these belong to regulates the rate of fare and the hours of work. Weavers have a guild, the barbers have their trades unions, and even the beggars have their associations, presided over by a president who assigns to each his beat, and who can punish with his bamboo such as refuse to obey him. These guilds are very strong and their demands are respected by the government. The barbers were for a long time prohibited from the literary examinations which are the only passports to office,

on the ground of their being engaged in a menial occupation. They combined together in different parts of the empire and the government had to come to terms. * * The grand average of skilled labor runs about as follows: Master workmen receive $3 a week or $156 a year, and workmen under these $1.50 a week or $78 a year. Youngsters and females get 50 cents a week, and these are considered good living wages. For them the laborer does not growl as to the hours of work, and the labor unions of China regulate the hours only in the case of men working by the piece and not by the day.

These labor unions regulate the laws as to apprentices. They fix the number of apprentices that one master may have, and the silk weavers' union forbids the teaching or employment of women. Apprentices receive no wages. They work from three to five years, and get only food and lodging. No man can employ an apprentice who has not served out his full time, and some trades provides that only the sons and relatives of the workmen may be taught them. The usual penalty for acting contrary to the rules of the guild is for the guilty party to pay a fine to the guild, or to furnish a supper or a theatrical performance. These are, however, for minor faults only.

In serious cases these is no punishment too severe, and an employer who violated one of the rules in regard to apprenticeships was, not long ago, bitten to death in Soo Chow, a city not far from Shanghai. This employer was a gold beater, and there was a great demand for gold leaf for the emperor. This man took more apprentices than the rules of the union prescribed, and in seeking a punishment for him the workmen concluded that death was a necessity. They thought that if a number of them engaged in the killing it would not be possible to punish them all, and biting in China is not a capital offense. There were 123 men in this guild and these rushed at the employer, each taking a bite. One man, the leader of the affair, stood over the rest, and in order that all might be implicated no one was allowed to quit the place without his gums and lips were bloody. The murderer who took the first bite was discovered and beheaded, but the others went free. Colonel Denby has sent a report of this affair to the State Department at Washington.

These Chinese trades unions are against the introduction of machinery. A sewing machine for the making of Chinese shoes was destroyed at Canton not long ago, and a strike was caused here by the importation of sheet brass for the making of cooking utensils, as this would injure the business of the brass hammerers. As a rule, however, strikes are not common. The organizations of both employers and laborers are such that it pays to settle matters by arbitration.

The officials of the cities are, as a rule, on the side of the workmen in cases of trouble, as the employers are the capitalists, and by having a cause against them they are able to squeeze money out of them for the settlement. For this reason the employers wish to have as few labor troubles as possible.

Speaking of employers' unions, all classes of Chinese business men have their guilds, and these are almost as old as the country. * * These guilds regulate the commerce of China. They fix the rate of interest. the time on which goods may be sold, the weight and the standards of goods. A member using different scales than the one prescribed is fined, and a man acting contrary to the guild can, in many instances, not go on with his business. * * The bankers' guild fixes all matters relating to interest, and these different organizations make the dealings of foreigners with the Chinese more safe than such dealings would be in other countries. The Chinaman respects his contract and if he does not his guild makes him.

As to the hours of work in China, carpenters work 11 hours in summer and 9 in winter, and masons work half an hour longer. There is no Sunday here and your Chinaman works week in and week out. At the last of the year he gets about 10 days off, and altogether he has less than a score of holidays.

MAKING SCARCITY.

Some time ago I made a few remarks upon that "competition" hobgoblin, which makes the hair of workingmen stand up in fright, "like quills upon the fretful porcupine." From my boyhood, it was a terror to me, but it does not scare me now. As I grew older I grew bolder, and at last walked close up to it and examined it. I found it was a hollow pumpkin, with eyes, nose and mouth cut in it, and stuck on a stick clothed in the drapery of a white sheet. I see that the President of the Federation of Trades Unions has exhibited this venerable old ghost to the Senate Committee on education and Labor. Whether it scared the committee or not I cannot say. Since then I have noticed that some other gentleman has appeared before the same committee, in company with the same specter, and demanded that convict labor shall not be put in competition with the mechanic trades, but shall be exclusively devoted to the business of "working on the roads."

I have tried to analyse the principle of non-competition, as enforced by the trades unions, and so far as I have been able to resolve it into its constituent elements, its chief ingredients appear to be monopoly and selfishness, with some very foolish dread of the evils of abundance. Take this convict labor question for example. Convict labor is not opposed on any ground but that of "competition." It competes with outside labor, that is, it produces something, and this production is the injury complained of. Let us reduce the question to a concrete form. Suppose that the two thousand convicts in the penitentiaries of Illinois are all compelled to work at the shoemaking trade, and suppose that they each make a pair of shoes a day, or 62,400 pairs a year, will it be contended that the addition of this number of shoes to the common stock is an injury to the people of Illinois? There is no one who will claim that; but the President of the Federation will say: "It is an injury to the shoemakers' trade, and therefore it *ought to be prevented.*"

Very well, then make tailors of the convicts. This plan doesn't solve the difficulty either, for the tailors wont' aggree to it, nor the tinkers, nor the tanners, nor the masons, nor the carpenters, nor any other trade. As the butcher, and baker, and candlestick-maker all refuse to work in competition with the convicts, and as none of these economists are daring enough to require that the convicts live in idleness, an easy solution of the problem is found by compelling them "to work on the roads." But really this is only shifting the difficulty, and is no solution at all. At school I have solved many a problem in long division, which is as far as I went, by getting some other boy to do it for me, and the President of the Federation adopts the same plan with the convict labor difficulty. He dumps it on the "laborer" class, and says: "Here, you man with the wheelbarrow, work this hard sum." But I am not able to work it, because I find I cannot set the convicts at any useful employment without putting them in competition with somebody. They must either live in idleness at the expense of the community, or they must earn something to pay for their board; to earn something they must produce something, and that is an addition to the aggregate wealth of the people, at which we all get a nibble at last.

If adding to the wealth of the country is an injury, then subtracting from that wealth must be a benefit, and therefore the destruction of shoes and clothes, and houses and furniture, must be a desirable thing; the Chicago fire, instead of being a great calamity, was a great blessing. This fallacy is firmly cherished by workingmen; it is the guiding principle of trades unions, and is productive of want and poverty incalculable. It was instilled into me in my very childhood, and it was late when I got rid of it. I never ate a meal, when a boy, that was not somehow or other complicated with the everlasting consideration of "work." When I got a good dinner I knew that my father was "in work;" when the meal was scanty I knew that he was "out of work." In our home all human affairs whirled round and round the image of

"work" forever. A big fire devoured a street—"It will make work," I heard my father say. A ship was lost at sea laden with silk, and leather, and cloth—"It will make work," said my father. A reservoir broke jail and swept the heart of the town away—"It will make work," my mother said; and so all human calamities were softened as blessings to me; they made work, and work made wages, and wages made bread and potatoes and clothes for me. God bless the shipwreck, and the fire, and the flood; they make work.

Oh, comrade of the trowel, the needle, and the awl; oh, toiler at the anvil and the loom; oh, brother of the jackplane and the shovel; oh, chivalry of toil by land and sea, it is not work we need so much as rest. Let us make all the wealth we can, and destroy nothing; let us not be jealous of each other's talent, but teach each other everything we know. Let us make plenty in the land, and then let us try and shape our social system and the laws so that a fairer share of it will come to us after we have made it.—*By Wheelbarrow in Open Court.*

RAILWAY ABUSES THAT NEED REFORM.

The railroad presidents should curtail the power and prerogatives of the self-constituted autocrats to establish a ruinous policy. Greater attention should be given ahd greater supervision should be exercised over the expenses. There is now little regard given to economy in many directions. The average manager is ready to reduce the salaries of section men, or to save money by dismissing a goodly number of them from the service; but they continue to appoint assistants and to establish traveling agencies, with their incidental expenses, which in ninety-nine cases out of a hundred become disturbing elements, inasmuch as they solicit business by illegal and illegimate methods, and practice all manner of deception to justify themselves in so doing.

Take, for instance, the number of such freight and passenger agents now traveling through the country, and the expense *thereof will aggregate* annually *nearly a million dollars, all* of which comes out of what would otherwise be net earnings. Who will contend that these men, through their efforts, create or originate business in quantities sufficient to pay for securing it?

In this locality traveling men representing lines east, west, north and south of us are as thick as flies in a sugar bowl. Their salaries and expenses are paid, they usually select the most palatial quarters, and in nearly every case they alone are responsible for cutting rates and demoralizing business, with its attendent serious results on the revenues of all the lines. An extravagant force of clerks is necessarily maintained at the general offices to attend to the correspondence with these men, which in the end further decreases net earnings.—*Exchange.*

QUEER MENTAL LAZINESS.

We doubt if even thoughtful men, apart from a limited class of experienced and observant teachers, are at all aware of the extent to which many men and more women are swayed by what is really nothing but mental laziness. Numbers of them positively will not apply their minds at all, prefering any consequence which may result from ignorance and emerge from school as ignorant as fishes; while still larger classes, possibly a majority, betray the same impulse as regards particular subjects. Men are constantly heard to affirm in confidential moments that they literally "cannot" acquire this or that ordinary branch of knowledge, much more difficult and requiring precisely the same kind of mental capacities. Hundreds of men will profess inability to learn the commonest facts relating to any science but their own, even when their own is kindred to the one discussed; while thousands of women will calculate accurately all the measurements necessary for a dress, a really difficult process if accuracy is to be attained, and then declare unblushingly that they cannot understand the rule-of-three, or calculate Mr. Goshen's interest on their own fortunes

Half the men in the world, who are not sensitive to music, think it an impossibility for them to learn to read musical notation, and we have heard a man, not without power of reasoning, and with a special aptitude for mental arithmetic, declare that a thousand years of tuition would not enable him to comprehend a quadrotic equation. Indeed, it is one of phenomena of mental laziness that it often reveals itself in its acutest form in the naturally able.—*London Spectator.*

LEGAL DEPARTMENT.

DANGEROUS MACHINERY.

Where the necessities of the employment require an employe to use machinery or other appliances, it is the duty of the employer to exercise care in furnishing and maintaining machinery and appliances that are reasonably safe, or to give notice to the employe of defects not obvious and unknown to the employe. (Hammond v. Ry. Co., Ind. S. C. 13 N. E. 869.)

8. The duty to furnish safe machinery, which the law imposes upon a railway company, does not require that the machinery used shall be the *best and latest* improved of its kind, but only that it be reasonably safe and suitable for the purpose. (Hickey v. Ry. Co., N. Y. S. C. 12 N. E. 286.)

9. Where an employe attempted to couple cars with double deadwoods, and up to the time he was injured, he had never observed a car constructed with a double deadwood, but those of single deadwood; and for such injury he is entitled to recover by reason of his inexperience with such cars and the company putting him at the more dangerous work of coupling double deadwoods without warning or instruction. (Railway Co. v. Frailey, Ind. S. C. 9 N. E. 594.)

The fact that a servant knows the defective condition of the appliances or machinery with which he works, does not necessarily charge him with contributory negligence, *or the assumption of the risk.* He must also understand, or ought, in the exercise of ordinary prudence, to understand, the risks to which these defects expose him. If he does not and the company has failed to instruct him, it is liable for injuries resulting (Wuotilla v. Ry. Co., Minn. S. C. 33 N. W. 551.)

RAILROAD TRACKS.

It is the duty of railway company to cover culverts on the line of its road in its yards in order to prevent brakemen from falling therein, and an injury resulting by reason of the neglect of this duty recovery can be had if negligence is not imputed to the injured employe. (Frank*lin v. Ry. Co.,* Minn. S. C. 34 N. W. 898.)

It is negligence in a railroad company to leave the spaces between the ties of a railroad track used for construction purposes unfilled, and where a brakeman ignorant of this fact was injured at night by stepping between the ties, the company must respond in damages. (Railway Co. v. Rediker Tex. S. C. 2 S. W. 513)

When it is clear that the blocking of guard rafls added to the security of the employes, and that the company had made use of them on some parts of its road. *Held*, where an employe got his foot caught in an unlocked guard rail and was run down and killed, a virdict fn damages will not be set aside because of the absence of negligence on the part of the road. (Huhn v. Railway Co., Mo. S. C. 4 S. W. 737.)

Where a railway company suffers buildings or obstructions to remain so near its tracks as to make the passage between them and a car narrow and dangerous, and where an employe in obedience to orders suffers an injury by being crushed *Held*, that the company did not provide its servant with a reasonably safe place to work, and as a matter of law the servant could not be said to have been negligent, but for such injury he had a right to damages. (Ferren v. Ry. Co., Mass. S. C. 9 N. E. 608.)

In an action for damages, the supreme court of Michigan holds that a railroad company is under no obligations to maintain a station where there is an unblocked siding, for the protection of its employes. All that is required of it is that it construct and equip its side tracks and cars, and station agents, in the manner usual with well managed railroads, and as good railroading requires. (Hewitt v. Ry. Co., Mich. S. C. 34 N. W. 659.)

MASTER AND SERVANT—INJURY TO SERVANT—FAILURE TO INSTRUCT—CONTRIBUTORY NEGLIGENCE.—Action for damages for injuries resulting to a servant, alleged to have been caused by an exchange of machines, and the failure to instruct the servant regarding the increased hazard attending its use. The trial court ruled for defendant and plaintiff appealed.

Where plaintiff, a servant seventeen years old, employed in a machine or repair shop, having worked six months on a machine similar to the one upon which he was injured, except that certain parts of the machine were further apart, the operation of the machine being simple. *Held*, that defendant company was not negligent in failing to instruct plaintiff regarding the new machine, and of the danger of putting his hands between the cylinder and roll, an act impossible with the old machine. (Crowley v. P. M., etc., R. Co., Mass. S. J. C., Jan. 2, 1889.)

NOTE—The master is responsible for the negligence of a servant who stands as his vice-principal, and concerning the duty of the master to give instructions to an employee, to the end that the latter may perform the duties assigned him with safety to himself. (Whitelaw v. Railroad Co., Tenn. S. C., 1 S. W., Rep. 37.)

Where instructions are given to a servant regarding the manner of operating the machine safely, such as would justify the defendant in believing that he had done his duty by the servant, and such as most men under like circumstances would have done, is enough. (Foster v. Pusly, Del. S. C., 14 Alt., 545.)

The duty devolves upon the master, employing in a dangerous occupation a servant who, from youth, inexperience, ignorance or want of general knowledge may fail to appreciate the danger, to first instruct the servant, and warn him, so that he may comprehend the danger and do the work safely, with proper care on his part; and this even though the servant consented to be employed in the dangerous situation. (Jones v. Florence, etc., Co., Miss. S. C., 28 N. W. R., 207.)

It has been held that a master is liable for damages for taking an inexperienced employe into danger without warning (Parkhurst v. Johnson, Mich. S. C., 15 N. W., Rep. 17;) but infancy or ignorance of the employe does not, of itself, give him cause of action against his employer for injury resulting from setting him at dangerous work, if he was of average intelligence, and that his duties were explained to him when he entered upon the employment. (McGinnis v. Canada Southern Ry. Co., Mich. S. C., 13 N. W., Rep. 819.)

When an employe is put at other and more dangerous employment than he undertook to do, and is injured, the mas- will be liable. (Jones v. Lake Shore, etc., Mich. S. C., N. W., 531.)

A railroad employe does not necessarily assume the risks incident to the use of unsafe machinery furnished him because he has worked with similar machinery or knows its character and condition; but it is necessary that he understood, or by exercise of common observation ought to have understood *the risks* to which he was exposed by its use. (Russe l v. Minneapolis, etc., Ry. Co., Minn. S. C., 20 N. W., Rep. 147.)

While it is the duty of the employer to inform his employe respecting any unusual or unseen dangers, yet he is not required to give particular instructions to guard against such dangers as are evidently obvious, though unusual. (Haycroft v. Lake Shore, etc., Co., 2 Him., 489.

BRAKEMAN—HAZARDOUS UNDERTAKING —RULE OF COMPANY.—*Held*, 1. That a yard brakeman cannot recover for injuries from falling from a flat car while attempting to stop it from running down a a side track, by jumping upon the break beam under the forward end of the car and pressing down with his foot, holding himself to the car with one hand and pulling up the brake-chain with the other, there being no rule of the company requiring such hazardous service of him.

2. That it is not necessarily negligence on the part of the railroad company, as between it and the brakeman, when a freight car is found on its tracks in such crippled condition as to expose the brakeman to more than ordinary risk while managing it.

3. Where a brakeman, whose duty it was to take damaged cars to the shops to be repaired, was injured while coupling such cars, he cannot recover of the company on the ground of negligence in using damaged cars. The same rule applies as to injuries from overhanging bridges, of which the brakeman has been

warned or notified, or which he should notice for himself.

4. Where a servant voluntarily assumes the risks of the consequences of the master's negligence, with knowledge, or competent means of knowledge, of the danger, he cannot recover damages of the master. (Ludkins v. Maine Cent. Ry. Co., Me. S. C., Jan., 1889.)

NOTES—If a railway employe is in a place where he may rightfully be, engaged in duties which he may properly there perform, under circumstances not requiring the exercise of special caution on his part against the negligence of others, he is in the exercise of due care. (Maguire v. Ry. Co., Mass. S. C.)

A master cannot relieve himself from his duty of providing safe machinery by delegating its performance to another. (Maynihan v. Hill, Mass. S. C.)

The master must see that servants required to keep machinery and cars in repair do their duty; and an employe selected by a master to keep machinery, etc., in repair is a *fellow servant* with those only employed to use the machines. (Daily v. Boston, etc., Ry. Co., Mass. S. C.

NEGLIGENCE OF MASTER—PULLEY OVERHEAD—LATENT DEFECT—PROPER CONSTRUCTION.—Where the plaintiff as an employe on defendant's railway shops was injured by the falling of a pulley, caused by a wheel working from its shaft impinging upon and unscrewing the nut holding it on the shaft. The nut should have been so fastened that the friction would tighten it. The improper fastening and defect was known to defendant, but not to plaintiff. *Held*, that the injury was caused by a latent defect, for which defendant was liable. (Columbia, etc., Ry. Co., v. Hawthorn, Wash Ter. S. C., 19 Pac. Rep., 979.)

NOTE—In this case and instruction "that, if a machine had been in use several years, it should be deemed safe," was properly refused, it appearing that it had been dangerous during the whole time of its use.

EXAMINATION OF RAILROAD EMPLOYES—COLOR BLINDNESS — CONSTITUTIONAL LAW.—Where a law (see Act Ala. Feb. *28, 1887) requiring all persons* employed by railroad companies, in any capacity calling for discrimination of color signals to be examined by a State Board of Examiners as to their ability to distinguish colors, and making it a misdemeanor to accept or continue in such employment without a certificate from the examiners, *held*, that such a law is unconstitutional, as depriving persons of property without due process of law, in so far as it requires the fees for such examinations, to be paid by the railroad companies. (Louisville & N. R. Co. v. Baldwin Ala. S. C., Feb. 6, 1889.)

NOTE—The above law was enacted to protect the traveling public against accident caused by color-blindness and defective vision. The law has worked hardship among many competent employes and that it has become void by reason of its constitutionality discrimination and will no longer be tolerated under guise of color-blindness.

DEFECTIVE MACHINERY—PROMISE TO REPAIR—ASSUMPTION OF RISK.—In an action by a servant against the master for injuries sustained from defective machinery, a complaint alleging that ten days prior to the accident, the employe requested the company to repair the defect, giving notice that he would not remain in the service unless the repairs were made at once, and that the company promised to make such repairs, and thus induced the employe to remain in its service until the time of the accident. *Held*, that the company had ample time and opportunity and was able to repair the defect between the time of the promise and that of the injury, and by reason of such neglect is liable in damages. (Stephenson v. D. U. & M. R. Co., Wis. S. C., Jan. 29, 1889.)

INJURY TO FIREMAN—EXPLOSION—RULE OF COMPANY. Where an employe engaged as a fireman and watchman by the defendant company was requested by the engineer, who had been taken sick, to run the engine to a certain place. Plaintiff did so and was injured by an explosion of the boiler of a piledriving machine. There was a rule of the company forbidding an engineer from placing his engine in the control of another, but there was testimony that the rule was not intended to be enforced in case of the sickness of the engineer. *Held*, that plaintiff could recover for the injuries received, by reason of the negligence of the pile drivers in permitting an explosion to occur at that time and place. (East Line & Red R. R. Co. v. Scott, Tex. S. C., Nov. 9, 1889.)

MECHANICAL DEPARTMENT.

THE EVILS OF MACHINERY.

The improvement in machinery is so alarmingly rapid, and the displacement of labor by these machines so great, that it should make us do some hard thinking. A Waterbury man has perfected a machine for cigarette making which enables one girl to do the work that was formerly done by twenty, thereby displacing nineteen-twentieths of the labor in that industry. A New Jersey woman has patented a machine that enables one unskilled man or woman to do the work that is now done by twelve coopers. The Hartford Post has discharged its ten or a dozen compositors, and has the type set by two machines, which are operated by two girls A man named Palmer, in South Norwalk, has patented a machine to sink and pull out the cones in the hatting trade, that enables one man to do the work that was formerly done by two. A machine for turning knobs is in operation in P. & F. Corbins that does the work of four men. And so we might go on indefinitely, naming the improvements in machinery that is displacing labor—turning some into the streets and reducing the wages of those who are allowed to remain to operate the machines. Every branch of industry has been invaded by the machine, and every week brings to light some new invention to lessen the amount of labor to be performed, and to lessen the wages of laboring people.

So great has been the inroad made by invention that we should pause and ask ourselves where it is to end. If improvement in machinery continues to go on at the present rate, and the population continues to increase as at present, the country will be confronted with a condition dangerous in the extreme. Little by little the standard of living of the great mass of the people is being reduced, and the tendency is still downward. This may go on for a while without anything serious occurring, but all history shows that there is a limit beyond which it is not safe to go. We are nearing that danger line and should stop and think before it is too late.

What can be done? What system can be devised that will prevent this wholesale displacement of labor? The question is a hard one to answer. While the system prevails that gives to one man, or to one class of men, the ownership of the machines, and makes the other class dependent upon them, the problem will be a complex one and its solution will be difficult. Co-operation, or profit sharing, which, under existing conditions, is probably preferable to co-operation, would, it appears, go a long way towards solving it, but there are innumerable difficulties in the way of organizing industry upon a co-operative, or profit-sharing, basis, not the least of which is the lack of interest manifested by the workers who are losing most by improved machinery, and who have the most to gain from the establishment of a system that would give them the benefits of these improvements.

The reduction of the hours to eight per day would afford relief, but it would only be temporary. The general adoption of the eight-hour day would accomplish much good. It would give employment to the million who are now idle, and by enabling them to earn a living, and become consumers to a greater extent than at present, it would make a market for the goods that are now lying on the shelves in our warehouses waiting for buyers. It would cause a revival of trade such as has not been seen in this country since the war and would make the country in general prosperous. But it would be only for a time. The same agencies would be at work under the eight-hour system, and in a short time would bring about the same conditions, making a further reduction of the hours a necessity. Repeated reductions in the hours would, if made at the proper times, afford relief, but it would not remedy the evil.

It is a remedy that is wanted. A system that will give the laborer the benefit of the improvements in machinery must be put into operation before the problem is solved. Such a system can be devised, we believe, and those who would profit by it—the laboring people—should take the initiative in solving this great problem.—*Norfolk Advocate.*

RELATING TO THE PIECE-WORK QUESTION.

In connection with the discussion of the subject of piece-work, which has been going on in our colums for some time, the extracts given below, taken from the published writings and correspondence of William Denney, who, during his life, was a prominent and successful shipbuilder in Scotland, universally respected for his uprightness of character, as well as engineering and business ability, will no doubt prove interesting. The extracts given are selecting by *Engineering* from a history of his life, by Prof. A. B. Bruce. In one of his works, treating upon economic questions connected with manufacturing industries, he says:

"It is a grievious and mean thing to see men, otherwise good and upright, slinking back to work at benches they have been neglecting for perhaps a good part of an hour, with a shame that is but ill concealed, in searching for tools that are cold from the want of their hands. This is a sight a stranger could see almost any day in our own yard, and it is the curse and degradation of time wages, which alone make it possible. You need not judge these men harshly, for I think days' wages so direct a temptation to carelessness and dishonesty that some excuse may be made for them."

Piece-work was introduced in his works and carried out to the fullest possible extent, and he writes of the result as follows:

"We have found, in testing such piece-work, that the best method is to compare the earning made by these piece-workers in a given period with the time wages which they would have received for the same period; and it is the duty of one of our partners to control this section of the work, and he does it almost invariably to the advantage of the men. Our idea is that the men should be able to average from 25 to 50 per cent more on such piece-work, within a given time, than their wages would amount to. There are occasional and exceptional case where the results are less or more *favorable.* Where they are less favorable we consider them to be not only a loss to the men, but disadvantageous to ourselves; and our reason for this is very clear, as, unless the men feel that their exertions produce really better wages, and that increased exertions and better arrangements of work will produce still further increases of wages, there is an end to all stimulus to activity and improvement.

"The method of piece-work is one which cannot either be approved or condemed absolutely, but is dependent upon the spirit and the way in which it is carried out for the verdict which should be passed upon it. It is imperative in such kinds of piece-work as by their nature cannot be reduced to regular rates, that either the employer shall take the responsibility of safeguarding his workmen's interests, or that the workmen themselves should, by such a method as I have suggested, obtain an effective control over them."

The method described was:

"When the heads of a business are absentees or indifferent, the most effective way in which the workmen can control such piece-work would be by taking care that the standard of time wages was always kept perfectly clear and effective, and that regular comparisons between this standard and their earnings per hour on piece-work were made. Such comparisons would immediately enable them to arrive at a correct conclusion as to whether the prices paid them were sufficiently profitable."

Mr. Denney believed in taking pains to procure brain-work to accompany and direct that done by hand; and in a letter to a friend spoke of his plans thus:

"(*a*) Rules as to the admission by examination of apprentices and others into the ship-yard offices; (*b*) the same for our engine works; (*c*) rules for the awards committee, to guide them in rewarding the workmen for inventions or improvements. A similar scheme of awards has been begun in our engine works. Our attempts to stimulate the intelligence of our employes have developed in two forms, corresponding to the main divisions of those employes. First, by exam-

inations, we have tried to secure a supply of apprentices and others for our offices, elected for ability and steadiness, and with some knowledge suitable for the careers before them. Second, we attempt, by rewards, to stimulate the minds of our workmen directly to invention, and to a continual criticism of the methods of work, tools and machines employed by them."

In another letter he s ys:

"Believe me, the common people are sound at heart. If they were only led by men inspired by the sense of duty, and honor and sympathy, they would little by little free themselves from their faults and sins. But nine-tenths of our employers, and their wives even more than themselves, are devoted, heart and soul, to the merest wealth-getting and tuft hunting, when dominant in any character two of the most disruptive and revolutionary causes of the day."—*American Machinist.*

WHAT CONSTITUTES A FAITHFUL EMPLOYE.

An exchange says: Every faithful employe will constitute himself the guardian of his employer's property. The man who will either willfully waste what is intrusted to his care, or encourage such in others, is unworthy of confidence, and, should he ever become the head of a business, will deserve to be treated in the same way.

There is a vast deal of truth in the above, adds the *Industrial World*, and yet how many workmen there are who willfully squander not only the property of their employers, but, what is equally valuable,the time which the latter pays for.

Workmen do not seem to know that the prosperity of a manufacturing concern oftentimes depends upon the observation of closest economy. The enlargement of the wage fund depends on this economy, and any fair minded employer would rather expend in wages the amount saved by economical observance than have the amount wasted. The little waste here and there that seems so trivial to the workman, when scattered through a great number of hands amounts in the total to a large sum. When a workman, sees the first evidence of a machine getting out of order, by drawing the attention of the proper parties he may save an expensive bill of repairs and also a considerable loss consequent upon the idleness of the machine while undergoing repairs. The careless workman says, "It is none of my business whether the machine gets out of repair or not," and so he lets if run on until it is entirely disabled A workman observes a quantity of material carelessly left where it will deterforate or be spoiled. Instead of taking care of it, or notifying the manager or the superintendent, he allows it to remain and be destroyed or injured, consoling himself with the thought that "it is none of his loss any way." Perhaps he observes a brother workman willfully wasting or injuring the material upon which the latter is working. Duty would tell him to inform the foreman of such a dereliction on the part of his fellow laborer, but he does not, for lack of interest in his employer's welfare. He may see where a saving could be made in the manipulation of the material upon which he is working, yet for lack of interest he refrains from making any suggestions leading to the discovery of that fact. Not infrequently the workman refrains from protecting his employer's rights and property because by so doing it will entail additional labor or care on himself, or impose a responsibility which he does not wish to assume. Some seem to think there is no obligation incurred by them when engaging themselves to work except such as is included in the rule of "doing the least work for the most pay." Such men shuffle through their labors, slighting the work here, wasting material there, squandering all the time they can, and thinking of no one's interest save their own. This class of workmen are the first to be dismissed when hard times come. When wages fall, theirs are the first to be lowered. If the force of the shop, by reason of slack trade, has to be curtailed, they are the ones selected to leave. Self interest teaches the manufacturer to give the best places and the largest remuneration to his most faithful workmen. This is not only natural, but right and commendable. The employe who thinks most o doing his work well and subserving his employer's interests, and less of combinations and strikes, will succeed the best and rise the highest and the most rapidly in the scale of prosperity.—*Scientific Amarican.*

DISTRICT DEPARTMENT.

April 1st a quarterly report is due from Local Assemblies. Secretaries, remember this.

The winners of the prizes offered by us the past three months will be announced in the May issue.

The stoves manufactured by Fuller & Warren Stove Company remain on the objectionable list. Let no honest man buy them. They are made by unfair employers.

Henry A. Beckmyer, of the General Co-operative Board, in the *Journal* of February 28, places the Union Pacific Railroad on the list of business concerns which the board believes are entitled to the patronage of members of the order.

We have received a card announcing the first annual ball of Division No. 1, B. of L. W., (Brotherhood of Locomotive Wipers,) located at Newton, Kansas. They might have consistently named the new order The First Degree of the B. of L. E.

Federation is receiving practical attention at many places in the District. It is only a question of time when the interests of all railroad employes will be looked after by a federal board representing all the organized men. It will be the most practical prevention of railroad strikes.

Mr. Adams, president of the U. P., has an article in the April *Scribner*, "On the Prevention of Strikes of Railroad Employes." His remedy is what organized men have been agitating for, a just recognition of their rights by the companies admitting the employes have rights they are bound to respect. Mr. Adams takes a liberal view of this matter but it is very doubtful if it will meet with approval from many railroad managers. We will devote considerable space to a discussion of his views next month and trust those among our readers who may read Mr. Adams' article will favor us with their views for the next issue.

Richard F. Trevellick, the well-known lecturer and writer in support of labors' cause, reached Denver on the 20th. He will deliver a series of lectures under the auspices of the locals of D. A., 82, commencing at Laramie on the evening of the 25th, and will proceed west from there, visiting each principal point, and will return to Denver in time to speak at the fifth anniversary entertainment of L. A. 3218 May 8th. Brother Trevellick is too well known to need any description here. He is the same "Dick" Trevellick that all who have read everything on the labor movement in the United States have heard of. He comes West at the request and under the direction of the district. We speak for him a warm welcome in the west.

It is not too high praise to describe the address delivered at the Exhibition grounds, on Saturday afternoon, by Capt. R. F. Trevellick, was an epitome of the whole literature of the labor question. There is not a pointless sentence or a line of padding throughout its entire length. There is not an illustration that is not a summary of a whole argument. And the spirit of the address is beyond reproach. Mr. Trevellick would build up labor without pulling down anything else. His is an appeal for order, for integrity, for the proper recognition and reward of the weak and the equal rights of all. Neither bigotry nor prejudice have any place in the gospel he preaches. Yet, while his address teaches fraternity and forbearance, the rights and powers of labor are vigorously emphasized. From the wise and judicious advocacy of such men as Capt. Trevellick the cause of organized labor must derive incalculative benefit.—*Toronto Globe.*

The *World* says we are going down.

The Knights are going down! So are the divers that bring up treasure hidden in the ocean's depths.

We are going down as the miner goes down after the black diamonds that move the commerce of the world.

We are going down as the builder goes down to lay the foundation of the edifice he rears deep and firm.

We are going down as he who goes down who digs costly jewels and precious

ores. We are going down as the plumet goes down, sounding the depths whereon we launch our ships of progress and reform.

The Knights are going down to the bottom of the wrongs of the people inflicted by corporations, syndicates, unjust legislation, and will soon go down until they have

Cast up
Root and branch
These accursed things.

—RICHARD TREVELLICK.

ALMY, Wyo., March 3, 1889.

Editor Magazine:

As there has been advertisements for men for Almy in the Colorado papers it has brought a good many men to this camp who cannot get work. There has been about 150 men discharged since February 1st at the C. P. mines, and on February 28th there were about 100 men laid off at the U. P. mine. That makes about 300 idle men in our camp. Advertising for men where there is two men for every man's job looks strange to us. Men looking for work must take no notice of advertisements or they will be led astray. They are still prospecting for a lower coal vein at No. 4, but they have not struck it yet.

Yours fraternally,

L. A., No. 10,271 K. of L.

THE UNION PACIFIC EMPLOYES MAGAZINE comes out with a new cover. The engraving is a work of art.—*Locomotive Engineer.*

With this month the UNION PACIFIC EMPLOYES MAGAZINE passes the third mile-stone, and enters upon its fourth with bright prospects. The title page is new, unique and original with the publishers, and adds to the appearance of this journal, which has our best wishes for success.—*Railroad Section Foreman.*

"The UNION PACIFIC EMPLOYES' MAGAZINE for February, comes to us with a new and beautiful cover, the design of the title page being unique as well as useful. With the February issue, the MAGAZINE enters upon its fourth year, with, we are glad to believe, excellent prospects for a prosperous voyage. The editor, Mr. J. N. Corbin, referring to past, present and future of the MAGAZINE, says: 'One star in its crown is seen in the fact that it does not suit everybody, it is not intended for that purpose; we can truly say that we have never attempted that impossible feat.' It is a highly cheering sign of the times, when publications devoted to the interests of employes, in all departments of the country's enterprises, give evidence of prosperity. It means the triumph of the right after a while. We congratulate the editor of the U. P. E. MAGAZINE upon the favorable outlook, and hope the harvest may be commensurate with the most sanguine expectation."—*Locomotive Firemen's Magazine.*

The "Chinese and the Chinese Question" is the title of a book by James A. Whitney, L.L. D., that should be read by all desirous of gaining knowledge on the Chinese question. Pages 1 to 72 relates to the Chinese, their work, institutions and character as a people, and their place and influence in former times among the nations and races of the earth; from page 72 to page 109 to their modern relations with the nations of the west; from page 102 to 141 to their advent and presence in our own country, and the remainder of the book to the methods dictated by policy and law for their elimination from our domain. The book is published by the Tibbals Book Co., 26 Warren St., New York.

WHAT IS LUCK?

A philosophical definition of luck is given by an English writer as a capability of being incapable. "The first Rothschild was probably right, from his point of view, when he said he would never employ an unlucky man. On the other hand, the lucky nan is usually the man who fits his fortunes; who, whether apparently able or stupid, can do just what his especial circumstances require him to do. Very stupid men are often ready men, armed with a readiness as of dogs when they twist from under a cartwheel unhurt. The 'fool who makes a fortune' is usually a man with just the foresight or just the judgement or the intuitive perception of the way things are going—a faculty like long sight or keen hearing, and independent of intellectual power—requisite to make large profits quickly. In fact, the fortunate man is usually the man who, in consequence of some hidden quality in his nature, deserves fortune."—*Popular Science Monthly.*

CORRESPONDENCE.

NOTICE TO CORRESPONDENTS.

Do not wait till the last moment to write up your monthly letter. Send it in at any time, the sooner after you read this the better. The first opportunity you have is the best time.

ELLIS, Kansas., Feb. 24, 1889.

Editor Magazine:

Every thing is quiet at this point; business on the road is fair but not rushing. The engineers and firemen do not look exhausted from overwork. Business in the shops is good; plenty of work in sight and more coming. The number of men employed are not ample to keep up the required amount of work that should be done here at Ellis. The company need larger and better shops as well as more machinery, and in fact, better facilities for doing the work. If the past managers had looked to the company's interest as well as their own, Ellis would have had good shops as well as larger ones, some time ago. If the present management can see what the first management failed to recognize, it will only be a short time before new shops will be built, and a large force of men employed; and instead of work being sent to Armstrong from this point, the work will be done here, and the force at Armstrong shops transferred to Ellis. Many reasons could be given, but I will only give a few of them:

1st. Armstrong is not a desirable or a healthy location. Employes who do not enjoy the best of health can not accomplish the desired results, and only those that are directly interested or forced to remain; while those that have no property interest will not remain and a change is taking place.

2d. The property of the company has become valuable, and as the value increases the valuation for taxable purposes increases. Taxes being high the company are forced to pay large sums that could be applied to other purposes.

3rd. Then by locating the shops at Ellis, which is half way between Kansas City and Denver, where the water is extra good, and the location healthy, better results can be expected and secured from the employes; and the company will build up a healthy local trade on their own line. The company by making an effort in this direction will bring in other industries; it will stimulate and encourage improvements; capital will be invested without limit; it will increase the population from 1,800 to 7,000 or 8,000, and possibly more; and by increasing and building up Ellis, it will enhance the value of their lands and lots, of which the company has a vast amount, and city lots without number. It will also increase the number of purchasers at increased prises.

Many illustrations could be made showing the lack of interest in their own behalf, and where they could be benefitted; but let them draw their conclusions (they will do it any way). Indecision brings its own delays. There are many ways in which the company can increase their earnings and meet their obligations without resorting to a reduction in the shops or on the road, or making any change in the rate of wages paid men. More next month. ELLIS.

NORTH PLATTE, Neb., Feb. 22, 1889.

Editor Magazine:

"Stop all overtime." This was the fiat ushered in with the advent of the month, and right pleasantly did it ring upon our ears, that is those of us who were in the "swim," for to modernize Burns:

"T'was hardly in a body's power"
To keep at times frae being sonr,
To see how things were shar'd;
How best o'chiels were in the soup,
While coofs and knaves got a' the loot,
And ken't na how to wair't.

But "Brother" Cushing, as he is factitiously dubbed by your Omaha correspondent, has summarily stopped all overtime that is not absolutely necessary. This order, so simple in itself accomplishes a much needed reform, for this matter of overtime has been the cause of more disturbance than any other one thing that could be named.

A quieter, and as they say on "change" more hopeful feeling prevails than at this time last month. The fight among the heads of the departments is watched with much interest and confidence will not be fully restored until the outcome is known. The daily papers are kept busy trying to keep track of the many changes going on among the officials and on the road.

It is said the Wheel Foundry is to be started again in Omaha; the abolishing of this industry some few years ago was one of the steals accomplished on this road that I spoke of last month, notwithstanding the fact that the best wheel in the country used to be made there. The men were discharged and the business given to a "private" concern built for the purpose of making a little on the side.

The champion spurter in this part of the country at present is Gus Norton, assisted by the 687 he lowered the record for fancy running in great style the other day: leaving North Platte on fast freight he found upon arriving at Nichols 16 miles from here, that there was something wrong with the stack as she did not exhaust properly; he cut loose from his train, ran back to the "Platte," had the stack taken off and the obstruction removed, started out for his train again and in two hours later was running on time,

Noticing several of the boys the past few days anxiously scanning the western skies, I enquired what they were looking for, "What's the matter with you" was the reply, "a'int you on?" Upon assuring them I was not, I was confidentially informed that a shipment of a barrel of tar and three bales of feathers had been seen going through billed to Sidney a few days before; "Well! what of it?" I enquired. "Well," was the reply, "we are watching for a bird." "A pretty big bird with three bales of feathers attached" I suggested, "About 240 pounds" was the reply. And then you bet I caught O'N.

SALINA, Kansas, Feb. 20, 1889.

Editor Magazine:

Being it is customary that when a person purchases a new overcoat he has to "set 'em up," of course only *water* I mean, so I will be satisfied with most anything. Nevertheless, your new coat is very becoming, and I hope it will wear well.

Well! the ground hog saw his shadow on the 2nd inst, and went in his hole again for a term of six weeks. The old saying proves true this year; for since that day this part of the District has been bestowed with snow and cold weather.

Times as a general are quiet but moving. The ice harvest is in full bloom and plenty of cold stuff preserved.

The issue of the day is the Interest Question which is before the Legislature and has in part been adjusted by that body; but of course the cream remaing in the hands of the monopolists who of course fight the measure. The unanimity of the head officers of banks, and forclosure Attorneys of large eastern Loan Companies, in fighting any reduction in interest rates by the present Legislature, makes others and myself tired; awfully tired. You can hardly pick up a paper but what you will find several articles in it from as many of the above bank officers or monopolists friends. I should have stated friends of the state, depicting the calamity that is sure to come upon us providing the Legislature monkeys with the Interest Question. To all of this let me say "Rats." Why is it we never find an article or correspondance of *one* who has his farm or other property mortgaged, or from a four per cent per month mortgage party which would speak out and cry "Halt!" to the Legislature. Why is it that it is always the money lender or his attorney that is scared and filled with evil forbodings, but the old, old story is "Let us moneyed men stand together?"

This Legislature stands pledged to reduction of interest rates in this state. The G. O. P. in its platform promised the people relief in this matter, and the legal rate of six per cent, and the people endorsed their platform by 80,000 majority. What if the always solid Republican Legislature fails to obey the will of the people of this great state, and consequently are false to its people and party? My answer is: "The more twelve per cent money we have, the worse we are off. Let it stay out if it will, we don't want it." And I can assure the reader it will not stay out, no matter. Its as great an evil as prohibition which does not prohibit. Money will be more plenty at a lower rate of interest, providing capital is more solidly secured. I say "Away with such a law that exempts all a man has from payment of his legal debts, and money will flow freely into the state at reasonable rates of interest. With the law as it is however, when short crops come the farmer, mechanic, and laboring man is short on cash; the money lender is always long on interest.

Nothing new of the penitentiary coal fraud as yet.

Our L. A. is holding its own nicely despite hard times and cold weather.

I have been a subject to two months of rheumatism, and have just gotten over it.

Men in the R. R. circles expect that a change will shortly be made in the reducing of Divisions between Kansas City and Denver; of course we are in the dark what Division will be cut out, but suffice it to say something will drop for the good of a few and injury to many perhaps, maybe the reverse. 3005.

STOUT, Colo., March 21, 1889.

Editor Magazine:

The uneventful monotony of things at Stout has been at length rudely disturbed, and the first trouble of any account in the history of the camp has come upon us with the new year. The ukase of economic retrenchment issued by the late Tom Potter, which swept the section, invaded the workshops and the yards and dived down the shaft of the mines, has caught us in its ebb and inflicted as unjustifiable a cut in the lawful dues of the workingmen as has yet been recorded in the warfare of Might against Right.

On the 24th of February an order was promulgated in the Stout and Buckhorn quarries that on and after March 1st a reduction of 20 per cent would be made in the wages of the paving cutters employed in those quarries. In other words, 40 cents per yard would be paid in the future instead of 50 cents, which latter figure is the lowest paid in any part of the United States for the same class of work.

In making this reduction the U. P. Company did not claim that they were selling their paving at a less price than heretofore, nor did they in any other way put forward a justifiable plea that the reduction of the wages paid their paving cutters was forced on them by any circumstance or exigency in connection with that particular branch of their business. Nothing of the kind. It was simply a well-timed move to increase the profits of a profitable business just 20 per cent, and to take that exact amount out of the pockets of a hard-working and industrious body of men, most of whom have for years served this same company faithfully and well.

As most of the men involved did not belong to any organization, and were not likely to be influenced as to the proper course to pursue under the circumstances by the men who were organized, it was decided that the K. of L. cutters had no alternative but to go out with the others or prepare to encounter the chances of personal violence.

Accordingly, on March 1st the ring of the hammer ceased in both quarries, but steps were immediately taken to try and effect a satisfactory settlement of the difficulty. This move was facilitated by the arrival of Superintendent Slocum, and he was immediately waited on by a committee, who put before him in the clearest manner the injustice which the proposed reduction would inflict on the men. The existing prices paid in the eastern quarries were quoted him, as well as the difference in the cost of liv-

ing there and here, but though Mr. Slocum could not controvert the truth of the arguments put before him he announced to the committee the determination of the company to put the reduction in force. Mr. Slocum gave immediate effect to this sentiment by making a lock out of the strike. Orders were given at the office to have the time checks at once made out for the men involved, and to give none of them employment in the other departments of the quarry. This high-handed and vicious move on the part of the officials was designed to rid the premises of the men they had thrown out of work, and thus clear the way for the importation of scabs, or the manipulation of men on the ledges to take our places. The scheme did not work, however for though a good many of the cutters went to enjoy themselves in Denver, and then sneaked back when they had a show to work again, a sufficient number remained to watch the matter out. And here let me note, and I do so with pride, the great moral influence which the presence of a K. of L. Assembly exercises over their co-workers, although unorganized.

In the Buckhorn quarries there is no Assembly and as a matter of fact before the strike had lasted a week the men had crowded down from the ledges and taken the places of the strikers. In Stout not a man moved, and would not up to the present day, only that, seeing the utter hopelessness of the struggle after the break at the Buckhorn, the cutters went on the ledges and told any man who cared about the pole to take it. Even then, when all opposition was withdrawn, they responded slowly; although outside of our ranks, they proved that they respected our principles and teachings, and from the paving cutters of stone they are entitled and freely tendered our respect and esteem for their sturdy loyalty.

Thus ends the lock out. The U. P. Company have gained their point in that matter, but the sweetness of victory seemed to have demoralized them for a time, and made them run amuck through all decency and commou sense. What looks like a scheme to clear out of the place every man likely to oppose the wishes of the company in any future "retrenchment" measures was quickly put in force, and the arbitrary discharge of "certain persons" was ordered. Several old timers were made the victims of those dirty little conspiracies, among them Brothers Butler and Gillespie, but the prompt action taken by those two parties had the effect of not only reinstating them in their position, but of putting a sudden stop to the contemplated wholesale evictions. Telegraphic dispatches containing notices of execution have ceased, and the company has apparently recognized the fact that, although they got judgment by default on the paving cutting question, it would not be wise for them to provoke a pitched battle on a broader or more general issue with their employes at Stout. Neither will it.

Several other interesting items crowded out till next month. C.

THE DALLES, Oregon, March 14, 1889.

Editor Magazine:

Long I have waited to see some one take enough interest in the general welfare of the Order to write a letter to our educator, the Magazine, but in vain. Since "Rally" quit we have not seen anything from our metropolis.

I am glad to inform the brothers along the line that the Knights are aware of their duties. We have good attended meetings and sometimes have some lively debates. One of the latest debates was whether city bonds should be taxed or not; the opinions was somewhat mixed, but the majority voted that they should be taxable. This debate arose originally from the water question which is agitating the people of this locality considerable nowadays. Strange enough of course it seems to anyone who is and claims to be a good citizen that one man has more sayso in city affairs than four to five thousand inhabitants In a special election the citizens or rather taxpayers voted nine to one that they would own and control their own water works, and bond the city for the amount necessary to bring good and healthful water in every home. But alas, monopoly with its devils behinds it found a clause to delay the peoples' wishes, and their honorable attorney says he will hold it in court for years, and still every citizen will have to sacrifice the health of his family and drink swill out of Mill creek for some time to come.

The shops are running at the usual winter rate nine hours and as few hands as possible. Lots of our old hands and best mechanics in the car department are laid off, but I am glad to say that all of them have found other employment where they don't have to stand the criticism of a railroad boss(?). Cheap hands or so-called handy men seems to be favored by the new management.

Lately we have had a strike on the O. R. & N. of captains, engineers and mates on steamboats. I believe that the company will come to terms.

The committee on federation reported favorably. Truly yours, RALLY II.

ARMSTRONG, Kansas, March 22, 1889.

Editor Magazine:

The weather during the two last weeks of Feb. was variable. On the 22d there was a change of about 60° Fah. from the day previous, the mercury going 5° below zero, the coldest day of the winter. Mostly every person you would meet on the streets, cafes or salon would be heard making comments on the sudden change in the weather, and its results on pulmonary disposed persons, and there are plenty of those narrow-chested, pale-faced, slab-sided creatures both male and female in this locality, waiting to be taken away each succeeding year, and particularly when these abnormal changes in the weather occurs.

The company's system in regard to medical treatment of their employes at this point is bad and should be remedied as quick as possible. The company's doctor, or the Union Pacific employes' doctor, which is his proper title, as the

funds to pay him for his services and medicine are taken out of their monthly earnings of 25 cents per capita. The company's doctor's office should be located permanently at Armstrong, by all means, as the majority of the employes at this end of the road work there. I believe there are two hours each day alloted for the doctor to visit Armstrong and prescribe for the afflicted. Some of the narrow-minded foremen make it appear to their superior officers that they do not want their men kept so long from their work. And if a man in need of medical assistance cannot get an opportunity of seeing the doctor during that stated time will have to walk about three miles or pay his fare on street cars, which some poor men working for $1.20 a day cannot afford.

There is no equity or justice in the way the employes of the Union Pacific Railroad Company are taxed for hospital purposes. A man earning $1.20 a day only is taxed as much as a man getting $200 a month. The amount for hospital purposes should be graded according to the wages received by the employe, no matter in what capacity employed or the wages received.

Everything has been pretty quiet about the shops during the last month.

Daniel Gibson was re-appointed as foreman over the Passenger Coach Cleaning and Repair-department on the 5th of March, succeeding James Doaly, who was appointed foreman *pro tem.*

George W. Cushing made us a nocturnal visit on the 14th of March. George, you must remember that electricity travels quicker than steam. Consequently we were prepared to receive you.

Saint Patrick's day was celebrated right royally at Kansas City, Missouri, on Monday, the 18th, by the Irish and their American political friends. It would be hard to find any office seeker on that occasion, proceeding a municipal election, but all had true Milesiam blood coursing through their veins. And those very same men on the anniversary of Robert Burns' birthday and at their fetes and festivals would make themselves known by their lavish expenditure of money and oratory. Anything to get on the inside track in politics.

The company has received eight or ten new engines of the McQueen patent during the last month.

There have been several wrecks in the round house during the last month. John Hartman, fireman, acting as hostler, ran an engine through a large door of the round house frame John, you must not cavort to the neither end of the bosses. Wait for your proper place and you will be respected.

ABOUT DE SON.

DENVER, Colo., March 22, 1889.

Editor Magazine:

The fine weather of the past month has been broken to-day by a snow storm, something that was badly needed, but it is not likely to give the rotary snow plow, that came last month, a chance to show what it can do on fresh snow. The plow arrived here late last month, and at once all available forces that could be mustered around her were put at work making alterations, etc., and it was hurry boys till the time arrived when she was to be started up the Park to hunt for snow. The boys at the Park Shops, however, were given a chance to get familiar with her general appearance, probably so they would know what it was and could recognize her in case she got lost up the road, and a searching party had to be mustered from their number. But it did not as yet get lost, but did get badly demoralized about the gearing. An attempt was made to use it in opening the Gunnison branch, which has been closed several months and it was found that snow which has laid that long and become more like ice and filled with rock, parts of trees, etc., is not like the ordinary snow blockade. It is being again repaired at the East Denver Shops and it is about ready to go out again.

"Brother" Cushing was here last Saturday and Sunday inspecting things and rumor has it that he discovered and will put in force some needed improvements.

On the morning of the 20th a sad accident occurred at the South Park blacksmith shop by which Tom Percell, one of the old time blacksmiths there, lost an eye, a piece of steel striking it, completely destroying it. He is now laying at the hospital in a pecarious condition.

The veteran in labor's cause, R. F. Treve'lick, arrived here on the 20th at 10:20 p. m., it being the meeting night of 3218. The Assembly remained open until he could be present and give us a few moments' talk. We are all anticipating a treat at our aniversary entertainment on May 8th, when he will speak to the public.

The political pot is now boiling for the city election. There appears to be no real issue for the factions to fight over except the offices. The sequel to last fall's election has come out in the legislature. The following from the Denver *Republican* puts it fairly, though it could have done so more strongly:

"The attempt of the Wolcott collar wearers of the House to improve their standing by the prearranged expulsion of Representative Mitchell has proved a flat failure.

"The reasons are easily understood.

"Mitchell was nominated upon precisely the same terms as the men who afterward gave him the grand bounce. Like each of them he pledged himself in advance to support Mr. Wolcott for the United States Senate, and up to that point there was no difference between him and them. Like them he had his campaign assessment and expenses paid by the senatorial candidate who held his pledge.

After the election Mitchell saw fit for some reason to withdraw the pledge he had given, and when he did that he refunded to Mr. Wolcott the money he had received for expenses. The others retained the money they had received, and at the dictation of their master signed a written pledge to vote for him for United States Senator.

"The mockery of an investigation which followed failed to show that Mitchell was guilty of any more corruption in changing his allegiance than he and his judges had been originally guilty of.

"The public looks upon the whole affair as a quarrel among the rogues who stole the livery of the Republican party to serve their master in, and it would require what Sam Weller called 'a double-million magnifying glass' to discover any difference between the present moral standing of Mitchell and the men who conspired together to make a scapegoat of him."

NORTH PLATTE, Neb., March 21, 1889.

Editor Magazine:

The month just passed has been one of unusual dulness, yet I hasten to get my letter in to avoid the censure and abuse that my tardiness drew down upon my head for being late last month. It was amusing to hear myself accused of all the sins that flesh is heir to, but of course I had to grin and bear it, for fear of giving myself away, my only consolation being the thought that sooner or later I will be able to get even with the traducers of the only and truly great "war" correspondent of the west. Yet on the whole I feel elated, for in the correspondent at Stout have I not found a friend who understands and consoles with me in my misery, a kindred spirit who extends the hand of friendship to me in my tribulations?

But come down and see us, brother mine, so that we can shake in the flesh. This "spirit" business is thin, oh, so thin! unless it be in the form of the "dew of Ben Nevis," when it makes up in expansion and elasticity what it lacks in density. Come down, and I promise you a "cuisine" fit for a king or a quarryman, with butter galore, and a wole "firkin" to take home with you. What more can I say? Echo answers me 'tis not in the power of mortal man to say it.

As I said before, things are dull this month. The only signs of real activity to be seen is in the boiler shop, where the lively rattle of hammer on boilers, old and new, is in sharp contrast with the lethargy that appears to hang over the machines.

I am glad to say that the increase in membership is constantly going on. Our meetings are well attended and promise to be better. Our library is in full blast, and the rush for books each night is remarkable, and it is a sight to see the smile on Brother Gantt's face as he hands out what the boys want. The greater the demand the more he smiles. He reminds one of a faithful mastiff as he sits guarding the book case. It is very evident that we will have to enlarge our library at once, so great is the interest taken in it. And there are several now aching for a chance to shine in debate and overwhelm their opponents with the weight of their arguments and superior knowledge. The chance will soon be given them, and then look out for squalls. The selection consists mainly of works on industrial economics, and embraces the works of such great men as Spencer, Carlyle, Mill, George, Newton and others. Who doubts but that when we master what is thought by these great minds that we will be the better for it? ON.

OMAHA, Neb., March 21, 1889.

Editor Magazine:

This date brings forth the birth of Spring, and nature challenges our admiration. The wounded tree receives new life, the weakest plant the same attention. Mankind beholds it it all with delight, but what is his intention. Comparison tends to prove destruction, for no sooner had Mr. Hackney departed than a sprout from that work of God's noblest creation, called man, sought the destruction of a family by discharging the father without cause, other than to satisfy that which is wrecking the frame of the perpetrator. Burk was but an humble clerk of good qualifications, but they don't count. Unfortunate alone in birth, perhaps; what a pity he could not control it. The M. M. office knows him no more. He is now employed at headquarters, where, perhaps, the blood of all is alike, if not the beasts. Another case of Sir Roderick Due; did you ever hear it? Listen:

Come one, come all,
This rock shall fly
From its firm base as soon as I.

This time John O'Hearon is the victim of the brave, and will rank among the vanquished when this month expires. Don't ask for cause, but pray like true wreckers for another victim, while we hold the rock. Only two cases in one month. Thank God, no children are suffering. Better should be expected from men whose whole families are foisted upon this company. With *sweet peace I will only* exclaim, Weakest of wrath, exhaust yourself! The blue birds are singing and the snake will curl from the chimney of every poor man's shanty, since nature's dark spot has departed. Time will regulate many things, but John L. Sullivan should be called in on some of the pressing cases to assist the dawn of reason.

Work is dull, and from every appearance an effort is being made to run the road on ash pans until the Cheyenne shops are built to do the work. It becomes necessary to do the work there, all of it, so that the B. & M. can haul the freight and supply the cities the U. P. is building up, and they can have the profit of hauling their own material back and forth to Cheyenne. With the importation of a few more kegs of rust into the management the tramps will resuse to walk over it, and the government refuse to own their lien upon it. C. P.

ELLIS, March 20, 1889.

Editor Magazine:

The annual rumor of the Amstrong shops being removed to Ellis is once more going the rounds. Added to this are prospects of a sorghum mill, which will help bring Ellis into more prominence.

Now, since we are about to grow into such importance, it is but just that we let ourselves be heard through the columns of the Magazine. Therefore, I will say that 2,932 is considerably on the increase, and am positive that in our quarterly report we will show an improvement of 25 per cent. We are admitting new members right along, and the best feature about them is, that they are the proper material.

The first of January we moved from our old barn-like quarters to the K. of P. Hall, located in the new opera house block, and I believe that we have the nicest Assembly room in Kansas. This, with the circumstances we have at present to contend with, has given our Assembly quite an impetus, and am satisfied it is quite a healthy one. For workingmen are once more beginning to realize that the strength of a labor organization does not exist in the number of its members in name only, but that for its success it is necessary, and becomes the duty of each and every member, to take an active interest in the Order, and assist those whom they have chosen as their leaders in carrying out the objects and principles of the K. of L., and not assume that the officers of the Assembly ought to be able to do it without their assistance.

On the 22d of January we gave our annual ball and it was a grand success, both socially and financially.

As stated in the January number of the Magazine, A. B. Keagy, was appointed as District Foreman. The position somehow or other has been reduced in importance, for it was formerly Div. M. M. The salary has been reduced accordingly. When Mr. Keagy appointed Ed. O. Davis, one of our shop mates, as general foreman, the information was received with pleasure by the majority, for we were glad to see one we knew attain the position, rather than a stranger. Some, however, looked upon the appointment with misgiving, for Ed. had been accused, and very often had shown himself to be, selfish. Considering Ed. alone, and let the results be what they would. But the majority, after having obtained the long desired for position, decided he would make a model foreman, and which he did for some time, sufficiently to mislead some of us. Lately he has changed and has been caught in several small tricks. He has no doubt realized by the experience of his preceptor, whose position he now holds, that to attain the topmost round of the ladder of fame, he must ignore his former associates and bow to those above.

We have another importance, in the person of the boss wiper, who may be seen at all times through the day with his hat hung over his left ear, strutting about with a domineering air making a great deal of noise and using considerable profanity. But then he don't scare anyone, and all the boys are onto Jake's little racket.

ON THE RHINE.

UNION PACIFIC EMPLOYES' MAGAZINE.

VOL. IV. MAY, 1889. No. 4.

MR. ADAMS' PLAN.

On another page we publish an article from the April *Scribner's*, on "The Prevention of Railroad Strikes," by Chas. F. Adams, President of the Union Pacific Railroad Company, and which is consequently of special interest to the employes of the Union Pacific. Every railroad employe should read it.

It sends forth a ray of hope for the future, coming as it does from such high authority: a president of a railroad announces to the world that employes have rights that companies are bound to respect, if strikes and labor disturbances are to be prevented. It announces no new truth. Labor organizations have been striving to establish the fact for years, but it is a new move to have a railroad president acknowledge it, and it is certainly to be hoped, for the good of all, that it will become the fashion among them and that there will be a contest to see who can put it in practice the most effectively, for one practical act in that direction will carry with it more weight than all that can be written.

It is not necessary to suggest any improvements in Mr. Adams' plan: practice will force in all that is necessary when the time comes. Nor is it necessary to question his motives; if its object is only what it sets forth, it will establish equity, and place certainty where uncertainty now exists. It recognizes the need of assuring a competent, faithful employe just recognition and reward. It admits that they do not now get it, because those who now have the power in such matters are not always fair men and cannot be trusted with matters of such vital importance. It locates the true source of much of the labor troubles on railroads with the despicable-minded underling boss who is the go-between between the real employers and the workmen.

It recognizes that labor organizations have had a just cause for existence, and that they have done good. No one can read Mr. Adams' article without being thus convinced, and plainly recognize the fact that if such organizations had never existed no such plan would have been proposed, and the plan proposed only differs from that of most organizations of settling all differences by arbitration, by attempting to do away with organization. No one will object to that provided the cause for their existence is also done away with.

The cause of their existence has been the non-recognition of the rights of individual employes. The trouble of the past has been to make railroad officials believe that there were differences to discuss and arbitrate; and if it had not been for the use of the power of organization such would never have been recognized. This is all gained

from strikes. Men seldom fight for fun.

A plan to settle these differences without trouble, by arbitration, was presented to Mr. Adams and the directors of the Union Pacific by the organized employes about the time his article was written. It was considered decidedly impractical because its successful operation depended on organization of the employes. It was organization meeting organization with the power to institute a fight if needed, resting with both, and such will always be necessary in all human affairs. If one is able to fight, others must be equally able. When equality exists peace will reign, for it means equal powers resting with all. Organization will be just as necessary with the adoption of Mr. Adams' plan, but it will be raising it to a standing with all that the promoters of organization have always striven for.

To make Mr. Adams' plan work without jar or confusion, a vast amount of education is needed on all sides. A duty devolves on all parties to such a plan; a moral or natural duty that goes hand in hand with natural rights, which is what is being sought after.

Officials must learn that every workman is as much a man as they believe themselves to be. It will hurt the pride of many of them to have to live thus; much of the magnitude of their positions as seen through their magnifying eyes will vanish.

The workman must learn that he has a greater interest at stake than the mere making of time, and that duty demands that at all times they do their best be a foreman looking or not; that every gain they make means increased responsibilities. There must be manly action on their part, for if they act the dog they will be treated as such; they will be such regardless of any system that may be adopted. Neither must they play the part of the tyrant when they find they can; tyranny is as intolerable from one person as another.

There are just natural laws that must be observed to protect the rights of all and govern the action of all. Those who wish to have such rights should do all in their power to see that punishment follows the breaking of such laws; the same as society, in order to exist, must see that the laws for its government are enforced. The workman that does not do his duty violates the rights of others and is a menace to all that do do their duty, and the suppression of such now will greatly aid in bringing about many improvements in the relations of employer and employe.

On the other hand the suppression of that element found in official positions who consider that they must make a record — must show their authority in a tyrannical way, let them know they are boss — is a necessary step to better relations; it would be found that a great cause of strikes had been rooted out.

Mr. Adams says his article was submitted to railroad officials, and was adversely considered. This would be natural. Their present ideas of governing men are shown in their objections; they criminate themselves. It would do away with prerequisites they now assume. So workmen could be found who would condemn anything that would check them from doing as they pleased.

Mr. Adams is not positive that his plan is a good one, but he is positive that there is serious need of improvement and that old faithful employes have rights that corporations should regard. He and other railroad presidents can do much to allay that constant danger of trouble that he is positive ex-

ists, by peremptorily removing such as are in official positions who delight in trampling the rights of employes under foot, and in getting rid of employes who from long and faithful service they consider are "mossbacks," when the knowledge of such comes to their notice, as well as those who, by every means at their command, try to break down or disrupt those organizations of employes that are trying to raise the moral level of all to a strict regard for what reason dictates is right and which educational influence is necessary before it will be possible to establish a successful plan of adjusting labor difficulties without the intervention of organizations.

If such an ideal system cannot be adopted at once, the present one can be greatly improved and life under it made more pleasant and as much to the interest of railroad directors and presidents as to the employes. If they wish to prevent railroad strikes let them do their part to put a stop to the abuses that make men restless and finally combative.

That feeling that now exists on the Union Pacific, that every old employe who is receiving the highest pay must go to give place to a cheaper man, or at least one that will work for less money, there is cause for. Mr. Adams believes rightly that old employes should be advanced, but many of his subordinates believe that they are currying favor by crowding them out.

He can at least do one thing to prevent an evil that he knows exists by causing a change of officials of such opinions or cause a change of opinions. He needs men on several rounds of the ladder under him that agree with his plan, and who can see that it is in many ways carried out without any of the other parts, and he will have done a great good. It will show hat wh en he knows a wrong exists and it lies in his power to right it he does it. It may prevent many labor troubles that might come up before the full plan was adopted, and the putting of such men in power is a necessary preliminary step to the improvements that he sees are necessary.

IS IT A CONSPIRACY?

The average citizen is beginning to wonder what has come upon the country. Many of the necessities of life have been advanced in price since the first of the year, this fact, in the commercial world, indicates that such articles have grown scarcer. The shutting down of mills, factories, and running on short time, and the discharge of men that is reported from all parts, according to the laws of the market, indicates that manufacturers believe that there is an over supply of their products. Reductions in wages for labor would indicate, in the market, that there was an over supply of men, that are so wanting for the necessities of life that they are willing or are compelled to work at reduced rates. All of which facts only causes additional wonderment; the conditions do not appear to join naturally.

This raising of the cost of living and the reduction of the means whereby the mass of the population, obtain their living coming as it does in the spring, when of all times it would naturally be expected to be the reverse, does not come from any right cause. It indicates that there is a gigantic conspiracy at work against the welfare of the people and from which a few will reap the benefits.

There is not a railroad corporation that is not either reducing wages or forces, in working time or numbers or all these things. It comes all at the same time, which naturally indicates that it must have been a prearranged plan, for it does not seem possible that the

managers of all railroads would have, each acting for himself, come to so unanimous a conclusion, neither would the business now being done indicate that it was because of material slack up; or the Wall street, and other financial reports, that it was because they had been doing a losing business the past year.

The president of the St. Paul and Minneapolis street car lines says to his employes that owing to dull times I am compelled to reduce your wages 25 per cent; and at the same time contracts to spend $3,000,000 of surplus earnings for the building of cable lines. A railroad manager says that owing to the gloomy business outlook, I am compelled to curtail ever expense possible.

There appears to be a unanimous opinion among the managers and directors of great business enterprises all over the country and what acts better to hasten such gloomy times than the demonstations that are now seen. Workmen seeing chances of steady employment so doubtful make as few expenditures as possible, merchants accordingly put in small orders, manufacturers have less demand for their products, less demand, less employment for men, transportation lines less freight to carry.

If these conditions are the result of a conspiracy is any one to be benefited by it? Yes, the money lenders directly, and the large employer of labor indirectly. The business of the country has been comparatively good for several years, men have felt encouraged to extend industries on future indications and on credit. Likewise the common industrial element have gone into debt for homes and etc. The debt is secured by the property, shrinkage in value by a partial payment. Dull times makes a failure of a payment, a foreclosure, and loss of everything to the money lender. Dull times are their harvest, and well is it garnered. The blood that must again be put in circulation to revive the body politic is under their control and they can revive and stagnate as often as they please, and will as long as the masses will submit to it.

Large employers of labor take advantage of such times to force a reduction of wages. Wages are the last thing to go up when business revives and the first thing to go down when it stagnates, they make a gain at both ends.

The worlds commercial conspirators have all the power they need to accomplish their nefarious schemes, as the history of our country for the past thirty years bears proof. Is there not a remedy? There is certainly a preventative, but not a cure, which rests with the masses. They are in the majority, though at present manacled, the manacles can be broken if they once fairly get awakened to the desperate need of it. The history of nations gives us evidence of how well humanity has done so under like circumstances.

The New York *Tribune* of April 13th says:

> It would not be surprising if this should prove a year of numerous railway strikes. Not a few railroad managers are beginning to consider the matter seriously, because of the economies and curtailments which they have been making on account of the regulation of charges.

The regulation of charges is attributed to hostile legislation, the paper then says how extensively these curtailments have been made, says:

> All these measures of curtailment are bitterly denounced by shippers, business men and travelers, and the people who have favored the recent stringent laws affirm that the companies are only doing all these things for the purpose of making the laws odious, and without any real necessity. In some cases it is possible that this is true, but it is at least equally possible that in other and perhaps more numerous cases the new laws

do threaten such curtailment of revenue that heavy reduction of expenses in some form is forced upon the companies.

It then says that the earnings of railroads have been exagerated by speculators, but truthfully continues:

The economy now practiced, whether in all cases compulsory of not, naturally gives offense to the employes. If many men are thrown out of work, all employes know that it must tend to depress wages, and regard it as a preparation for a reduction. So far the railroads appear to have been anxious to avoid any curtailment of wages, because strikes would be likely to follow, but it is a question whether financial necessities of some companies may not render that form of economy no longer avoidable. If some of the companies find the step necessary, others will be apt to join in it for obvious reasons.

Strikes may follow as the schemes of the conspirators is carried out, and as the *Tribune* is a mouth piece of that class, are not these expected strikes a part, and an important part of the conspiracy? Do they not tend to make their harvest more easy to gather, and more bountiul? Do they run any risk? A very little, and the conservative are too strong for it to increase. The fears were untimely, that the New York financier expressed, when he replied to the question, why he did not build a palatial residence. "I don't want to be too easily found when these hungry fellows are looking for us." He will be resting in his grave when the time for such fears come. So long as they blindly vote as such men direct, there is but little danger for the elections come too close together, and when they get that degree of intelligence necessary to not vote, as such people do, the day when the schemes of the conspirators can be carried out, will have passed.

Is not the conditions now seen the result of conspiracy? What else can it be; has there been any natural causes, famine or pestilence? Have the wants of the masses lessened, that they demand less for consumption? If there is an over supply of products, which is doubtful, the fact before us indicates that there is an over and increasing supply of hungry and needy people. Over supply of products and hungry people do not exist at the same time from natural causes.

OFFICIAL BLACKMAIL.

There is a system of blackmail that is practiced by men in official positions, both of government and of corporations, that is not often brought to the notice of the general public, but which breeds an unhealthy condition of society and which should have more attention.

It may be classed with bribery, but not the bribery of officials that the public hears so much about. It is practiced against the actual workers and takes many forms. In government work it is commonly known that mechanics and laborers are given employment for their votes or a friends influence, and have often to pay a money consideration, such is so common, and its correction being every body's business and therefore not done, it has become to be accepted as a matter of course, but it is not generally known that it is practiced by foreman of corporations, but it is, and to an extent that is impossible to estimate and always difficult to expose, but which is some one's business to correct, and that is those that are are interested directly in the welfare of the business conducted.

Many a faithful man has been forced to leave a place he has filled with satisfaction to himself and real employers for years, to make room for the friend of a new foreman, or for one that will put money into the pocket of the foreman for it, and such foremen have doubled

their monthly receipts by such operations, it is a hard statement to make but there are plenty of facts to substantiate such statement. In the March issue of the MAGAZINE under the head, "Blacklisting Discharged Employes," we gave an instance that happened on the South Park Branch of the U. P., that shows how this is done in an open way. A roadmaster collected ten dollars per month from at least one section foreman and if circumstantial evidence can prove anything, did so from all, but the one certain, for he was forced to refund the amount for a year's collections, but he had discharged the man for refusing to pay for the new year. There is no doubt but what he learned that practice when he was a section foreman himself, and having a chance to get even, considered it was his right to do so, though it was on others than the ones he paid that he made his levy, there is no doubt but what it is a common practice on railroads. The foremen learn also to practice the same system of blackmail on those under them. The efficiency that the company is supposed to pay for is disregarded for the sake of the revenue to their agents. The case cited is no rare one, but it is rarely that we can get the positive proof as in this. Rumor among all classes of railroad employes now indicates that there are plenty of similar cases, even after allowing for prejudice and natural growth of repeated reports.

Like in all kinds of such rascality the giver is as bad as the taker and for either to expose would mean to criminate themselves, though it is no object for one side to do that. There is some excuse for the worker, feeling as he often does that it is an easy way to insure steady work that he can afford to pay for, often a sick family, debt, forces him to regard it in that light, and it thus makes it more difficult to expose, but the fact of its existence is a strong argument for the adoption of the features of Mr. Adams plan for the protection of employes who from long, faithful service have earned the right of permanent employment. The objections to it urged by some railroad officials will be actuated by the fear of a loss of a source of revenue; a loss of dicipline will be their cry but not their fear.

An official high or low that has a room or house to rent always has them occupied, no matter how many better ones might be had for the same or less money; there is many a boarding house that the same influence fills, and many a man has his time check given him for "inefficiency," in designating his boarding place, or worse yet, because he had a family to board with, and another man did not, or would not or could not accommodate his boss.

The section gangs in and around cities and towns of the Union Pacific and other railroads would be composed of more steady, settled men of families that would be of benefit to the locality, if it was not to the interest of the bosses to have it as it is.

There is another form of blacklisting practiced that needs attention and that is the one of foreman borrowing money from workmen. How many foremen on the Union Pacific, as well as on other roads, that have not prohibited it and taken steps to prevent, make a practice of this, and how little attention there is paid to security, or the return of it. It is certainly a poor weak minded man that allows himself to thus be imposed upon, but foremen that could not otherwise raise a loan either on their word, note or collateral that they have, take advantage of them, and the lender, in hopes of

keeping solid with the powers over him, or to have his deficiencies overlooked, thus lets go of his hard earned dollars. It is gotten by a system of blackmail, given in hopes of having bribery effect. One is afraid to expose, the other will not, accidental exposure brings forth evidence that it is simply a loan. Does anyone believe it?

There is no denying that it is practiced, and a loan when found between parties thus related, with rare exceptions, can be classed in no other light than we have put it. It indicates a lack of moral manhood; allowed to continue means further demoralization. Something should be done to exterminate it, the permanent welfare of those who have their capital invested in industrial persuits directed by agents, as well as those who perform the labor, demands reform. A few exposures would greatly aid in checking it.

A foreman receives more per day than those under him, rarely have as much lost time or as large a family, and if he must borrow to make up temporary deficiencies, he should do as the commonherd do, and would do so if there was strict honesty attended.

FEDERATION.

The Chicago *Tribune* of April 19th, under the head "A General Strike of Western Railroad Employes Possible," publishes a long article on the situation in the West, and some "inside history of its meaning," that every workman that has any doubts of the immediate necessity of thorough organization and federation should read. It takes the form of an interview with some one that is supposed to be on the inside, who takes the ground that there is a definite understanding among the different roads, to pull together and reduce wages and break down the strength of labor organizations. It reviews the history of the Southwest strike, Reading and Burlington, and that their results was accomplished by using one class of workmen against another, and that believing now that they have broken the strength of the Knights of Labor, and demoralized the firemen and engineers through the "Q" strike, they have plain sailing, and the benefits can be extended to all other roads. It goes on to show that instead of workmen standing together in times of adversity they have played into the hands of the corporations. It says:

> The Engineer and Fireman Brotherhoods were called the twin organizations last year during the strike. Now they are fighting. This is a public matter. It appears in their magazines right along and these papers get into all the general offices. They lost their opportunity at Richmond last fall when a federation was proposed. These three united would have been invincible. There is an office in this city where they are hiring engineers. They want to get a list of about 400 and have almost reached that number. They hire none but non-union men. The men don't go to work, but are told to hold themselves in readiness to go at a moment's notice.

How much of this article may rest on false rumor matters not, neither whether it is published by order of the corporations interested, it is certainly a complete argument for the thorough organization of men, and their joining hands. "When Greek joins Greek then comes the tug of war." It should bring to every man's mind that:

> When bad men combine the good must associate, else they will fall, one by one, an unpitied sacrifice in a contemptible struggle.

That united batteries must be turned against the common enemy. Out of the situation as pictured such a condition should speedily come, and is coming very fast or we mistake the indications.

Railroad managers have always wanted to keep wages down or

lower them, employes want them increased; they are the majority; the majority should rule; it has the right to do so. The cost of everything else should be rated according to the wage rate. Managers, combined against a few at a time, can make the minority wish the rule. Shall it be so?

WHAT CAN YOU DO?

How much of a young person's future can be predicted by his or her answer to this question. It applies to all, to those that must depend on the use of hand or brain for life's sustenance the most, still those who inherit enough to sustain them, must be able to do something that they may care for that.

A young man is met who asks for information as to where he can find employment, you ask what he can do, and he replies anything, I have no trade or special line of business, I am willing to do anything that I can live at. What an unfortunate situation such a man is in, he is in as bad a condition as a ship without a rudder, he has no confidence in himself on which to go ahead at anything, his industrial life is intirely dependent on others, to that extent he is an industrial pauper; it is no wonder that he fairs poorly in all that goes to make up life; the willing to do anything ranks of labor are over crowded, men that are sure that they are capable of doing something are in greater demand; they can make a demand for their labor when it is impossible for the do-anything class.

One cause of the great number of men that are looking for anything to do, is the unwillingness of parents to apprentice their boys to trades or of trying to teach them something that they are intirely unfit for because it is considered more genteel to see them in some of the so-called professional occupations. A family of boys are not all generally alike one would make a skilled mechanic, another do well in a profession, but many parents would consider the one that became the skilled mechanic had disgraced the family, he is forced into the do anything class. When that nonsense that one legitimate occupation is more honorable than another is crushed out, it will improve matters, and many a shiftless young man that is a disgrace to his parents will become a useful one.

The decadence of anything like an apprenticeship system is another cause. The so-called apprentices of the present average trade are at liberty to go when they please, and they generally go when they think they know it all and that is generally when they have just begun to get an outline of the rudiments of the trade they are apprenticed to. The result is they with few exceptions are ever afterwards only able to take the lowest grade of work in the trade, to become tools to force down wages, to only drift to a still lower level themselves, and at last into the do-anything-half-way-and-nothing-well-class.

The binding of boys for a term of years and at a low rate of wages has its advantages. Its tendency was to make of boys, men that were able to do something well, and be sure of it. They could not leave their place when boyish notion desired it, and wages being small they were impressed with the fact that they were sacrificing what they might be earning at general employment, and for the sake of learning something, thus they saw that their reward lay in striving to learn all they could otherwise the time was wasted. The boy that is willing to be bound for a term of years is anxious to learn, and he does; such thoughts are necessary for him to take with him in his chosen business, to in-

sure that he will ever be more than a handy man. If he is not anxious to learn, he will master nothing, for it is impossible to force him. Humanity always makes the most of that it feels it has sacrificed the most for, thus the boy that by sacrifice of pleasure, hard labor and economy forces his way through college generally succeeds in life, while those who are sent through surrounded with luxuries, no nothing of the cost, and value the advantage accordingly, the success of such is the exception. If afterwards they are forced to face the practical world they are compelled to join the ranks of those who are forced to do something and are able to do nothing well.

Our common schools plant much of the seed from which the crop of do anythings come from. The average teacher knows nothing of the practical side of life. They may feel that they are doing their best to inspire the minds of their charges with high and lofty asperations, but they picture only the professional side of life as high and lofty. The youth is made to believe, if not by direct teaching, by intuition, that there is nothing high and lofty in the world moving occupations, the practical everyday bread-winners side of life, that it is better to be a fifth class professional man than a first-class artizen.

Youth with such ideas in their heads compelled to take a turn at the wheel of life, do so with anything but pleasure, for they see no honor in it, they hope for a chance at more "honorable" occupation, they waste the time hoping for what seldom comes, which if used right, would make them able to do something well, and would have been honored and rewarded for it, they at last wake to the fact that they are compelled to do something and able to do nothing, and must therefore take *the leavings* of all.

One of America's great Generals was once asked by a young lieutenant, for the hand of his daughter, the General gruffly asked, "What can you do." The young man replied, "I can design, build, set up and run an engine." "You can have her, and God bless you," says the General. The young man's reply indicated his character, he could do something practical in the world.

What a different condition society would show if there were more that could give as good an answer to the question. The one that knows he can do something well faces the world with more manliness and independence than his opposite; the world meets him as he it, he opposes oppression and tyranny in the same degree that he feels his own worth; increase such and a factor is increased that will reduce tyranny to the minimum. The poor, humble, good for little workman is always the one that fawns and lick-spittles to the tyrant that oppresses him.

THE laws of many of the states relieve corporations from liability for damages for injuries to employes caused by the incompetency or neglect of employes. There are no more unjust laws or court rulings than this. A workman is not allowed the right to say who he will work with, still the corporation who employes him can put his life and limb in jeopardy by keeping incompetent men for co-employes, and when through such incompetency injury results, can have no cause for action against the company. Corporations make stenuous efforts to prevent legislatures changing this, and with marked success, still where workmen have gone at it earnestly, they have been changed. Let the workmen in the states that still have such outrageously unjust laws, agitate for their rep-

ON ADJUSTING DIFFICULTIES.

Mr. Adams' article in the April *Scribner* is on a par or similar in character to the argument of the manufacturer who, in discussing the eight hour question before the Cleveland session of the General Assembly, K. of L., agreed that eight hours should constitute a day's work, but said the men should not demand overtime after the eight hours had been worked; that we should be willing to continue at work on the same basis as within the eight hours, if requested to do so. In return for this they, as an organized body of employers, were to notify Europeans that they could not obtain employment in the United States until all native Americans were employed.

Let the readers of the MAGAZINE try to imagine a set of organized employers in that kind of business.

And, if we willingly worked nine; ten, or eleven hours per day for straight time, when requested to do so by the employer, how long would eight hours be considered the standard day's work?

In starting out we find some kind of an organization to be necessary, in order that the delegates sent to Omaha may properly represent those who elect them.

Does Mr. Adams intend that these three delegates from each division shall meet with the officials on equal terms? If so, will they be allowed a voice in regulating the salaries of subordinate officials, say from the vice-president down?

In case of a disagreement between the delegates and the representatives or officials of the company, the question is then to be referred to the permanent arbitrator who is an employe of the company. What assurance have we that his decision will not be a biased decision? If the company or the men refuse to accept the decision of the arbitrator, who is to enforce it? If the decision be in favor of the workmen we cannot enforce it, as we have abandoned our labor organization; while, on the other hand, the company *always remains well organized and subject to the orders of the chief.*

*Mr. Adams virtually says, disband your organization and trust yourselves to gen*erous and fair treatment at the hands of the representatives of the company.

Mr. Adams may be ever so much inclined to be fair and honest in dealing with the rank and file of the employes, but that does not commit his successor to the same plan of fair dealing nor might he be so inclined.

Then, this probationary list looks like a grand scheme to establish a graded system of wages, similar to that in operation on the C. B. & Q. and other Eastern roads. Supposing we were on the probationary list, would we not, (to use a common expression,) have to "stand in" with our immediate superior in order to ever hope for a transfer to the permanent list? And while on the probationary list I continue to do the same quality of work and the same quantity for less pay than my friend who happens to be on the permanent list is receiving,—in other words, I am "ratting" or "scabbing" the job.

Now, supposing, after I had succeeded in keeping myself in the good graces of the foreman until my turn comes to be transferred to the permanent list, my five-dollar increase begins, and after working ten or fifteen years, and am about ready to accept the highest or last bonus or premium for long service, etc., etc., what happens? On some pretext or other gotten up by some petty foreman, backed up by the master mechanic, I am discharged. To whom am I to appeal now? I have no organization to look to for redress. As it appears on the face of it, the largest number of employes receiving the smallest pay, would be on the probationary list.

My experience would teach me as friend Trevellick's did him on his sinking ship: Pray as hard as you can, but keep the pump going while you pray. Experment with the different plans to amicably adjust matters between officials and the workers, but keep your "Labor Organization" in good working condition at the same time.

Had Mr. Adams this plan of dealing with his employes in view when he engaged Mr. Cushing to be head of the mechanical department?

A. E.

PUT IT INTO PRACTICE.

My attention was first directed to Mr. Adams' article, "The Prevention of Railroad Strikes," in *Scribner's* for April, by a correspondence to the Omaha *Herald*, dated March 26th, signed Edward Rudolph Garezynski. Other than pound air and use phrases the average workingman would not bother to solve, it counts for nothing more than to advertise the article. The substance of his argument is simply that he is willing, as he does, to disagree with Mr. Adams on every point. Like many other would-be labor reform leaders he is windy and perhaps dynamitic; and as we are left free to draw our own conclusions from his arguments, no remedy being suggested by him, he will find his place in either of the above named classes. Practical men want measures. As the air is plentiful and not yet in dispute, until then there will be no demand for this Utopian critic that attempts to burden himself with the responsibility of rejecting Mr. Adams' intelligent suggestions to tens of thousands of men employed on railroads throughout this country. Many of them have labored and hoped for years to see these same suggestions put into practice, and stand ready to award Mr. Adams all credit for the honest and courageous stand he has taken to help solve this serious question. Coming, as it does, from one in his position, adds to its grandeur, making it an act worthy of a Gladstone, a national blessing if not more. Over such men monuments are built without begging.

Admitting some of Mr. Adams' ideas are not practicable, upon others he has not had the chance to post up with us, for which I am sure he is sorry, as no lack of thought is displayed. He suggests, something after the style of the town meeting, where both sides can debate and learn from each other what it is necessary men with a common interest should know.

The commerce of the world is moved to-day by what was once feebly suggested to a man's mind by the steam blowing from the spout of a kettle. Then why not grasp these suggestions? A healthy state of perfection awaits us at no distant day. Perfection comes only after persistent effort in any undertaking.

We have advanced steam appliances—some claim too rapid. Would it not be well to borrow of this advancement and apply it to labor? What advanced the one will surely do the same for the other. Just think over it. Don't admit that you are willing to assist everything to your own detriment. We are all human and will perhaps doubt you.

Taking for granted Mr. Adams is willing to put into practice his suggestions, when brought into direct contact with employes he would find some of them in practice; others would stand to be modified.

As employes, direct contact with directors would teach us many things we are now ignorant of in promoting our own welfare along with that of the company, of which we are assuredly the greatest factor when thoroughly understood.

Direct contact of employer and employe alone must settle this vexed question. Reason must rule; then that factor of most all trouble—misunderstanding — will disappear. Arbitrary power will right itself; it is simply what we call "big head" in our every-day life. Such things grow until the air ceases to pass through any longer, then stop. They are usually short-lived.

A man with judgment must have power; but it should be known that he has judgment. Because his father had it won't answer; even if his sister is married to a railroad manager. Judgment is what is wanted to combine with power, and when found it holds its own above board against all odds.

Mr. Adams' suggestions open the door to the only correct method of settling that and all other things or questions that must arise where thousands of men are employed. Speed the noble work to practice. Without bread the pen and plow must both lie idle. The dagger's in the dung heap.

W. T.

THE PREVENTION OF RAILROAD STRIKES.

BOSTON, February 4, 1889.

The following paper was prepared for a special purpose in June, 1886, and then submitted to several of the leading officials directly engaged in the local management of the lines operated by the Union Pacific railway company, of which the writer had been president for two years. It drew forth from them various criticisms, which led to the belief that the publication of the paper at that time might easily result in more harm than good. It was accordingly laid aside, and no use made of it.

Nearly three years have since elapsed, and the events of the year of 1888—with its strike of engineers on the Chicago, Burlington & Quincy—seem to indicate that the relation of railroad employees to the railroad companies have undergone no material change since the year 1886, when the strike on the Missouri Pacific took place. The same unsatisfactory condition of affairs apparently continues. There is a *deep-seated trouble somewhere.*

No sufficient reason, therefore, exists for longer suppressing this paper. Providing the suggestions contained in it have any value at all, they may at least be accepted as contributions to a discussion which of itself has an importance that cannot either be denied or ignored.

The paper is printed as it was prepared. The figures and statistics contained in it have no application, therefore, to the present time; nor has it been thought worth while to change them, inasmuch as they have little or no bearing upon the argument. That is just as applicable to the state of affairs now as it was to that which existed then. The only difference is that the course of events during the three intervening years has demonstrated that the paper, if it does no good, will certainly do no harm. CHARLES FRANCIS ADAMS.

With the above note Mr. Adams opens his article in *Scribners* for April, from which we take the following extracts. After giving statistics to show how rail- have grown, says:

This has been the outgrowth of a single half century. The vast and intricate organization implied in the management of such an interest had, as it were, to be improvised. The original companies were small and simple affairs. Some retired man of business held, as a rule, the position of president; while another man, generally a civil engineer, and as such supposed to be more or less acquainted with the practical working of railroads, acted as superintendent. The superintendent, in point of fact attended to everything. He was the head of the commercial department; the head of the construction department; the head of the operating department, and the head of the mechanical department. But there is a limit to what any single man can do and so, as the organization developed, it became necessary to relieve the railroad superintendent of many of his duties. Accordingly, the working management naturally sub-divided itself into separate departments, at the head of which men were placed who had been trained all *their lives to the particular* work required *in each department. In* the same way *the employes of the company*—the wage-*earners as they are called*—originally few in number, held toward the company relations similar to those which the employes in factories, shops or on farms, held to those who employed them. In other words, there was in the railroad system no organized service. As the employes increased until they were numbered by the hundreds, better organization became a necessity. The community was absolutely dependent upon its railroad service for continued existence, for the running of trains is to the modern body politic very much what the circulation of blood is to the human being. An organized system, therefore, had to grow up. This fact was not recognized at first; and, indeed, it is only imperfectly recognized yet. Still the fact was there, and inasmuch as it was there and was not recognized, trouble ensued. No rationally organized service—that is, no service in which the employer and employe occupy definite relations toward each other, recognized by each and by the body politic—no such service exists. Approaches to it only have been made. A discussion; therefore, of the form that such a service would naturally take, if it were organized, cannot be otherwise than timely.

He then explains the work of the five departments, financial, construction, operating, commercial and legal, that the organization of a railroad is divided into, and continues:

When it comes to dealing with the employes of the company, it will be found that a vast majority of those whose names are on the pay rolls belong to the operating department. This department is responsible not only for the running of trains and, usually, for the maintainence of the permanent way, but also for the repairs of rolling stock. All the train hands, all the section men, and bridge gangs and all the mechanics in the repair shops thus belong to the operating department. The accounting department employes only clerks. The same is true of the commercial department, though the commercial department has also agents at different business centers who look after the company's interests and secure traffic for it. The construction departments is in the hands of the civil engineer, and the force employed by it depends entirely upon the amount of building which may at any time be going on. As a rule the bulk of the employes in the construction department are paid by contractors, and not directly by the railroad company. The legal department consists only of lawyers and the few clerks necessary to aid them in transacting their business.

In the operating department of the Union Pacific at the present time (1886) about 14,000 names are carried upon the pay roll. The number varies according to the season of the year and the pressure of traffic. In January, and during the winter months, the average will fall to 12,000, while in June and during the summer it rises to 14,000.

Of these, 2,800, or 20 per cent., are engaged in train movement; 4,200, or 30 per cent., are in the machine shops and in charge of motive power and rolling stock; 7,000, or 50 per cent., are employed in various miscellaneous ways, as flag men, section hands, station agents, switchmen, etc.

So far as the wage earner is concerned it is, therefore, this portion of the force of a railroad company which may be called distinctively "the service." If good relations exist between the men employed in its operating department and the company no serious trouble can ever arise in the operation of the road. The clerks in the financial department, or the engineers in the construction department, might leave the company's employ in a body, and their places could soon be filled. In point of fact, they never do leave it; but should they do so, the public would experience no inconvenience. The inconvenience—and it would be very considerable—would be confined to the offices of the company, and their work would fall into arrears. It is not so with the operating department. So far as the community at large is concerned, whatever difficulty arise in the working of railroads develop themselves here. All serious railroad strikes take place among those engaged in the shops, on the track or in handling trains. That these difficulties should be reduced to a minimum is therefore a necessity. They can be reduced to a minimum only when the railroad service is thoroughly organized.

How, then, can this service be better organized than it is? It is usually maintained that only the ordinary relation of employer and employed should exist between the railroad company and the men engaged in operating its road. If the farmer is dissatisfied with his hands he can dismiss them. In like manner, if the laborer is dissatisfied with the farmer he can leave his employ. It is argued that exactly the same relation should exist between the great railroad corporation and the tens of thousands of men in its operating department. The proposition is not tenable. The circumstances are different. In the first place it is no practical consequence to the community whether difficulties which prevent the work of the farm going on arise or do not arise between an individual farmer and his laborers. The work of innumerable other farms goes on all the same, and it is a matter of indifference what occurs in the management of that particular farm. So it is even with large factories or machine shops—in fact, with all industrial concerns which do not perform immediate public functions. A railroad does perform immediate public functions. The community depends upon it for the daily necessary movements of civilized existence. This fact has to be recognized. For a railroad to pause in its operation implies paralysis to the community which it serves.

Such being the fact, it is futile to argue that the ordinary relations of employer and employed should obtain in the railroad service. Something else is required; and because something else is required, but has not yet been devised, we have had the numerous difficulties which have taken place during the present year—difficulties which have occasioned the community much inconvenience and loss.

The model railroad service, therefore, is now to be considered. Of what would it consist? At present there is practically no difference between individuals in the employ of a great railroad corporation. All the wage-earners in its pay stand in like position toward it. There should be a difference among them; and a marked difference, due to circumstances which should receive recognition. Take again the case of the Union Pacific. The Union Pacific, it has already been mentioned, numbers 14,000 employes in its operating department as a maximum, and 12,000 as a minimum. They vary with the season of the year, increasing in summer and diminishing in winter. Consequently, there is a large body of men who are permanently in its employ, and there is a smaller body, although a very considerable portion of the whole, who are in its employ only temporarily. Here is a fact, and facts should be recognized. If this particular fact is recognized, the service of the company should be organized accordingly, and each of the several divisions of the operating department would have on its rolls two classes of men: first, those who have been admitted into the permanent service of the company; and second, those who for any cause are only temporarily in that service. And no man should be be admitted into the permanent service until after he has served an apprenticeship in the temporary service. In other words, admission into the permanent service would be in the nature of a promotion from an apprenticeship in temporary service.

How many other millions are there that are employed, but whose life is wholly void of the barest comforts of life? What an amount of misery exists in connection as the outgrowth of such conditions?

There is nothing new in these facts. It has existed to a greater or less extent for years, and what a rebuke to the pride of human reason is the long endurance of such conditions so irreconcilable with man's true relations to earth!

It is not because it has not been discussed, that no true remedies have been discovered, but because it has not received that constant earnest attention from the sufferers that it should have had. Such conditions cannot be torn down in a moment, but many of the parts that press onto the every day life of men, that are the parts that make the whole possible to exist and on which it feeds can be removed, and all that is required is an earnest move on the part of the sufferers.

Workingmen and women have organized. Why? To try and protect themselves against something that they know is pressing on them. The very fact that they organize indicates that they recognize at least that much, but organization has existed for years, still the suffering that is now plainly seen has come and gone, increased or diminished, without any apparent check from them. They have increased wages, but the increase has been met by a greater increase in the cost of living. They have not made employment in dull times nor removed the possibilities of enforced idleness. It is not because there is not a sufficient number, for there is enough who, acting together within their constitutional rights, could accomplish anything, even the establishment of an entirely new form of government if *it was considered* necessary, but it *is because they* have not acted earnestly; when they have made complaint and demanded relief they have not meant it; if they had they would have shown it in the constant earnestness of their support. They have been looking to some one else to do that which they should do.

A man who has stood with and worked for the uplifting of downtrodden humanity earnestly for years, studying every effect to find the cause, hoping at last to see the necessary number come to his support, at last crys out in despair, "Labor organizations are a failure." Men will not do that which is necessary to raise them out of the rut they are in.

They cannot see the need of it. They do not realize the necessity of earnest, conscientious effort now to prevent their children sinking to worse condition than they, the lamp of liberty to go out and the despondency of the dark ages to again come over the world. Is there not just cause for such a cry?

Labor organizations devote all their efforts to effects, and to them only when they are felt unusually strong. When work is plenty and men in demand, men eat, drink and are merry. No thought is given to to-morrow. When the reverse has its period, and it always does, then activity is seen, but then it results the same as crying after spilt milk.

If men were really in earnest such would not be true, for they would have paid no attention to the effects, but would have fought the causes at all times, in season and out, most actively in prosperous times, for then the causes of disastrous times are resting, awaiting the time to come to the front.

If as much earnestness was shown in making co-operative business a success as is shown in boycotting an offender, offenders would have become exceedingly rare. If as much earnestness was displayed in righting our unjust land laws as was shown in getting into Okla-

homa, Oklahoma could have been left to the peaceful possession of the Indians for years to come, and the danger that now threatens of having Ireland's history repeated in America would not exist. If as much earnestness had been shown in establishing a monetary system controlled by the people as has been shown in trying to pass laws to control the usurers who own our present system, the industrial life blood of the nation would be flowing freely now. If as much earnestness was shown at the ballot box as is seen in complaining of the acts of those elected, there would be little cause of complaint. If the earnestness shown in strikes against reduction of wages was used against the cause of reductions, the miseries resulting from strikes would have been avoided; there would have been no cause for strikes.

"Eternal vigilance is the price of liberty." Not simply vigilance, but *eternal* vigilance. The simple recognition of the needs of reform is not enough, but eternal, earnest activity is required to reach and maintain the end.

THE MOTIVE.

In our April issue we called attention to letters appearing in the *Railway Age* from the pen of one signing himself John Livingston, president Railway Shareholders' Association. He desired the wages of railroad employes reduced, and as a means to that end he wanted employes' organizations destroyed, outlawed, all of which is in keeping with the wish of the great majority of men in similar positions, and who have faithful imitators acting under them.

The objects of employes' organizations are righteous objects, legally and morally; their objects are announced to the world. It is simply justice. Consequently they do not interfere with the just rights of any one, because they could not be just if they did; therefore, whoever holds that they interfere with them acknowledge that they are interested in matters or events that are not based on justice or right; it criminates them either legally or morally, or both. A criminal will stoop to most anything to accomplish his object.

Mr. Livingston made the statement to the effect that he had the proof that some of the executive officers of railroad employes' organizations had sold out to railroad companies. Many things appear innocent enough on the surface and are often regarded as intended for only just what appears on the surface, but it is evident that Mr. Livingston intended more than that by his assertion. He stated that documentary proof would be furnished on application. On learning this the writer immediately applied for it. He replied to it, stating that it would be furnished later.

Two months have now lapsed and nothing further has been heard. Perhaps the Shareholders' Association has sent him to Europe, killed him or otherwise put a quietus on him. Perhaps he has changed his mind and concludes that the proof should be only in the hands of those who are not likely to examine it closely, but there is no persons that would be more thankful for the proof that he claims to have than railroad employes. An indictment is made against them and their organizations, but it is evident that he has no proof and never intended to offer any, his only object being to try and create suspicion and distrust among members of employes' organizations. He wished to aid in dividing the house against itself that it might fall, hoping to aid this without any questioning as to the truth of his statement. If he had the proof its spread would simply result in the criminated individuals being condemned by all;

honest men would have been found to take their places. It would have created only momentary wonder. Organizations would be benefited by it.

We believe that he deliberately lied. We believe that to that extent he stooped, if he is not fully there, to the level of the common thief. He would steal the good name of honorable men that he is not fit to untie the shoes of, for if he was above it, and had the proof he claims against one, two or more members of employes' organizations, he would have produced it ere this, and not allowed a suspicion to rest on the organizations themselves, but it was the suspicion that he wanted to create. But such is only evidence of the level many so-called honorable men are on. It should be the best of evidence why workmen should stand firm to their organizations. It is evidence to disprove the adage "There is honor among thieves.

There has been a common belief among workmen that men who are at the head of large corporations, representing large interests or responsibilities, were men of their word, who, personally, would not do a contemptable act, but left that for paid underlings to do, and were guilty only of reaping the advantages taken of the unfortunate circumstances of others. But many events now indicate that they have been judged too high; that the acts of their underlings, which they have often gone through the form of repudiating, were simply what they had expressed a desire to have done. Seemingly they objected, eventually they have said: "Thou good and faithful servant, I will make thee ruler of ten cities; enter thou into the joy of thy lord."

Mr. Livingston's object was to create a distrust of organizations to thus check their growth, to *weaken them.* Such has always *been true, though* not always credited to the right source, for the source has not openly assumed the responsibility of it. Men in position like Livingston, as General Manager or President, play the meek part, but it requires no philosopher to discover the analogy between the object of his letters and the petty acts of the worst understrapling hater and would-be destroyer of labor organizations, and it goes a long way to convince men that the corporation official who is so ready to say that he believes labor organizations are a good thing and that he would favor them is a liar and a hypocrite, whether they are deserving of such or not.

Perhaps too much space is wasted in calling attention to Mr. Livingston's letters and seeming motive, but we believe organized men should fully realize that they are in constant danger of attack, and that the underhanded methods employed by persons with whom they come in daily contact and so well known, is also to be looked for from those that many might otherwise believe were incapable of it.

Men of the Livington stripe are expecting financial gain. That contemptible class of imitators who take a man back of an engine tank to tell him that labor organizations are bad concerns, or that some particular one is, depending on who he is talking to, and that it is run by bad men, and that any workman was better off by keeping clear of them, does it for the reward he hopes to get from his master's hand. The first is the most honorable; the last is only a poor, miserable cringer that has got a little power; but the master that employs such dogs knowingly is the same kind of a dog, often times having also to play the hypocrite in the role of a philanthropist.

Mr. Livingston had a motive. So has the one who advises men to keep away from organizations, ask-

ing them if they belong before they employ them. Watch closely the one that tries to blacken the character of labor organizations. He is one that seeks to rise at the fall of others. Such a man would blacken the character of his mother for the same end. He is an enemy of mankind and deserves the hatred of justice-loving men.

Labor organizations have nothing to lose by having any of the acts of their official representatives exposed. It is to their interest to know themselves, for they must practice what they would have others do. Their members should have nothing to be ashamed of, and need not have.

Mr. Livingston is certainly very open in his statements, and deserves credit as far as that goes, while those who never attack openly but by petty tyranny and underhanded methods against persons who fall under their displeasure because of organization connections, while at the same time they announce openly the reverse, are to be classed with the crawling things of earth, along with those who uphold them. Their motive is one that they dare not face public sentiment with. They are aided much by the parasites among workingmen, who, perhaps through ignorance, thus aid their own enslavement. If men could be taught to look more than a day ahead, those they worship would not be so successful.

A SHORTER DAY'S WORK.

Twenty-five years ago the agitatation for an eight hour working day was being actively carried on in the United States, and has been given more or less attention since.

Questions that people hold to in this age of practical demands are not visionary ones, and whatever is held to all must admit must have some merit to it, must have solid foundation for.

If twenty-five years ago there was need for a shorter day, what must it be now, for it is a need that creates a demand. The twenty-five years just passed has seen more labor saving machinery put in use than the previous seventy-five years.

Labor, in the sense generally used, is the exertion human beings make to produce the necessities and luxuries of life, therefore anything that lessens that exertion should be regarded as a blessing to humanity, and is when humanity takes the benefits of it, but it has not done so. Old ideas have not changed fast enough to meet new conditions, and thus a few have reaped the benefits while the masses have looked on and wondered, and they have been recovering from this very slow. They have suffered for the want of something to do with their hands. With the animal characteristic that pervades humanity, many have considered the cause of this to be that which they saw do the work, and an enemy that should be condemned, never using the powers of reason with which they are endowed to discover the truth, simple as it is.

Man was condemned to labor, so tradition says and practice proves, therefore anything that will lighten the toil commutes the sentence, it must be a blessing; therefore labor saving machinery must a blessing; so far there is no chance for argument. If the blessing is not realized there is something besides the machinery to blame, and the blame must rest with humanity.

If machinery could be so perfected that all manual labor could be dispensed with, it is evident that society would have to be organized on a far different basis than at present. If the machinery was owned by the few the rest of humanity dependent on labor to live would either have to be given a living through charity, starve or take control of the machines. It

requires no philosopher to point out what should be done. Heroic measures would be necessary. Such a condition is the extreme, but supposed extremes teach lessons; present conditions demand relief in proportion as they tend toward the extreme, and no degree of charity or suffering is just or right. The masses must reap of the benefits of machines by dividing up the manual labor to be performed among all, and the returns from this labor must be sufficient to give abundance to all of what our advanced civilization demands. If this is not done humanity must necessary retrograde.

Volumes have been written on arguments for shorter day's work, but it can all be found in the few words, as Trevellick puts it, "We must either produce less, consume more or starve." All should be able to understand that.

"The captains of industry," so called because they govern the means of employment, are now saying to many hundred thousands of the citizens of the United States, "Your services are not wanted." They could say the same to many thousands more if they did not allow a reduction of the hours of labor per day to take place. By what authority do they sway such absolute power; never any greater in the hands of a monarch.

Kings were said to rule by divine right, but it has been exploded wherever reason has penetrated. People first limited the monarchs' power, and they found that no divine interferance was presented. This will have to be true of the power of the "Captains of industry," and the means lays in the masses dictating absolutely the length of time they will work, just as people have changed Governments by taking the law making power from the ruler and taking it upon themselves.

We see now that less hours give more employment. Would it not give all employment if they were sufficiently lessened? Would not such take the power from the "captains" to name the rate of wages by using the necessities of one against another?

When workingmen resolve and carry into practice what they have the power to do—that no man shall be idle for the want of employment —much of the injustices of the wage question will be removed; they will have limited their present rulers' power; they will have become law makers or dictators of laws themselves.

Man's necessities is what drives him. It is the power that sees that the sentence to labor is enforced. The "if he would do it" disappears when the force is sufficient. Selfishness is what holds men in deep ruts. Nothing teaches a man faster the necessities of men taking the benefits of labor saving machinery by doing a less amount of labor each day than to be out of employment and seeing fellow men working ten, twelve or fifteen hours each day. There is nothing that lessens the beneficial effects of organization more or creates more of that extreme selfish class, that cut their own throats in the haste to look out for self, a description of which is summed up the one word "scab." "Live and let live" men think of the first but forget the last.

Some men say, "What is the use of talking about a shorter day's work now when work of any kind is hard to get." But it is the time, for the practical needs of it are seen on every side. If it will not be listened to now it will not be when practical demonstrations are not forced daily on each. Some say, "Well, we are working short time now and are getting short pay for it. I do not see any benefits from it." True, but suppose they are not at work at all? But such

men forget that now they are paying for the longer time that they have been working. There is only work enough to occupy the people about eight hours per day under present regulations, and would be less if the regulations were more just. Leaving the regulations as they are it must be evident that if more than that time is worked at one period, less must be worked at another to make up the difference and equalize things. The reason that no benefits comes direct now is because the enemy in the case has the advantage; they have control of the surplus, and they have still more power to use, if they dared, but when the time comes, as it must, when the power of the surplus is expended, and they wish to renew it, and they will say, "We will employ more men at increased time," who has the power then? The workers. Let them simply say, "Not a moment's increase of time worked per day till every man that needs employment has it," and never hereafter allow the time to be increased above what statistics give as the average need now, and they will reap the benefits. They will for once limit the power of their present rulers.

Those "captains of industry" whose desire is limited to the just profits from their risk and exertion will also be benefitted; they will not suffer from the competition of the unscrupulous. The only ones that will feel that they are caused to suffer will be those who strive to make enormous gains from speculating on the necessities of their fellow men, and who desire to retain the power to control those necessities.

Humanity has not gained anything without some sacrifice. A sacrifice is made now though the loss of employment and insufficient returns from what is had, it is not for the benefit of the masses, it is wasted. *Let them* make the sacrifice when the other side does not want them to and they will be safe.

Every man employed means an average wage rate sufficient to give the degree of living that the average will of the masses demands. Keep every man employed; increase the desire for a better standard of living and wages will raise to meet the demand. While it will not solve the whole social question it will put men in condition to be able to reason it out gradually and without the exercise of any other force than that of brain power.

FEDERATION.

The subject of federation has been discussed enough by members of the various railroad employes' organizations to bring out all that is in favor or against federal relations and to end any doubts as to its necessity and practicability in the minds of those that have possession of reasoning faculties and leave the question now centered on perfecting its formation. Those that still have doubts are not enough to effect its practical workings, and such will always be in doubt. Those who would put stumbling blocks in the way now do so from motives other than mere doubts as to its advisability.

The way to federate is for those who can federate to federate and let others await their own pleasure. They may learn in time, if not perhaps their successors may. If organization is good federal organization is quadruply good. If strikes are bad events federation will end them.

The federal organization of three, four or more organizations is more staple than the combined membership of all would be in one organization. If the legs of a chair were concentrated into one piece of wood the chair would sustain as much or more weight, but would be easily tipped over. It would be

very unstaple. As they are now placed each performs its duty and sustains each other. A federation of chair legs is seen; parallel results will arise from the federation of several organizations. It would assure just results to workmen, stability to commerce and fairness to railroads than anything possible to devise. It is a wonder that railroad managers who place so much stress on the possible strikes of organizations of their employes on the slightest cause, do not lend their influence to the consummation of the federation of those organizations. They certainly have had very poor success in attempting to destroy organizations, and with no chance to hope for better success in the future. Why not then try the opposite course, and at the same time insure stability through fcderation? But employes should never wait for railroad managers to aid them in doing what they can do themselves.

The ideas advanced by Mr. Adams will work in harmony with it. In fact nothing would insure greater chances of success, as the present average ideas of men and their relations to each demands something of the kind. The concentration of common sense and reasoning powers is necessary even to make it partially successful. No better central committee could be found to meet the railroad directors and talk over practical railroading than the federal representatives. It would insure the best talent.

No one expects those that have no self pride or desire to secure rights for self and insure it to others, to be fit to talk for those rights, that class is found in our present state of society outside of organizations. Their disregard of any attempts to aid in securing justice indicates their character, their unfitness. Men that see no need of improvements are poor ones to look to get them for either themselves or other. Until sufficient light of intelligence dawns on them they will have to remain so. Such classes would not appreciate any advance in their rights, and are sure to play the beggar on horseback part, for they are the class that violate the rights of employers and disregard the limits of their own rights secured to them by the efforts of others, as the history of organizations on any railroad gives abundant evidence. That class should find no place or have no influence in the make up of a central council of railroad employers and employes. They do not deserve it. The federal organizations would bring none of them to the front.

Centralized power is dangerous, though often necessary. Many believe that the centralized powers resulting from federation would be dangerous to all parties. But such persons do not investigate far enough to learn the true conditions, or they would discover where the reverse is made true. Nine-tenths of the strikes have resulted from the temporary dethronement of reason on one side or the other, or both. Personal and local or class prejudices often overshadow reason. Federation removes this possibility. Strikes would take place only after having passed under the consideration of those removed as far as possible from the influences of local excitement, individual or class prejudices, and those having no direct interest in the question or questions under consideration, at the same time having the interest that involved from the possibility of like questions effecting them at other times. The power centralized would be great, but would be under control of persons capable of reasoning.

Massachusetts would probably have had war with Canada over the fishery questions if her federal re-

lations did not put a check on her citizens' wish. The Federal Congress is made up of representatives that are removed from the local interests, and necessarily have to regard the same from unprejudiced feelings, looking to right first.

Some consider sister organizations as simply striking orders, but if they do fight easily they involve others just the same, without federation, more or less. If they have a just cause they should have the support of sister orders, but sister orders should have an opportunity to know the merits of the case and a chance to use their peaceful influence for a settlement first. Such can only come through federal relations. It puts less danger of being involved than the present plan; it lessens the load on all; it checks the hasty and pushes along the tardy; it insures the enforcement of what is just, and acts to punish those orders that will not take just methods, for the safety of all would compel it.

A matter of so much importance does not deserve to be checked by the whims of any person or persons. The meeting to be held in Chicago in June we trust will formulate proper laws for the government of general federal relations. The position that federation stands in on the Union Pacific evidences the fact that federation will be in practice whether they do or not on at least one railroad.

WHAT right had the Denver Council to vote away $250 of the peoples' money for the entertainment of the Order of Railroad Conductors, or the Board of Supervisors of the County of Arapahoe to vote away $750 for the same purpose? Such things is an outrage on the people. County or city governments are not founded or taxes collected for such purposes. The C., B. & Q. had a perfect right to furnish them with free transportation from Chicago in first-class style. That is one way of paying debts, but the people of Denver did not owe them anything. If the Order of Railway Conductors convention had possessed manly stamina they would not have accepted charity in any guise. They advertised to the people of Denver the C., B. & Q. railroad with their "Q" badges but the people of Denver are not indebted to that company in the least, and all it ever has done for the city has been to retard its growth.

IF you feel oppression look for the cause; think over it, read over it, talk over it. A remedy will be discovered, perhaps, the cause rests entirely with self, and the remedy quickly and easily applied.

THE BIRTH OF SATAN.

The first time man did conscious wrong,
He recognized mysterious powers;
That, like a tempest fierce and strong,
Blighted and killed life's fairest flowers.

Then wondering what the cause might be,
He never thought himself to blame—
Supposed it was an enemy—
And so the birth of Satan came.

And even now with broadened mind,
Man will not bear the blame of evil;
But seeks some alien cause to find,
While he himself remains—the Devil.

WILLIAM SCHUYLER.

IT is better to keep the wolf out of the fold than to trust to drawing his teeth and claws after he has entered.

I have sworn upon the altar of God eternal hostility against every form of tyranny over the minds of men.

Education is the only sure foundation that can be devised for the preservation of freedom and happiness.

I am not among those who fear the people. They, and not the rich, are our dependence for continued freedom.—Thos. Jefferson.

SIGNS OF IMPENDING REVOLUTION.

[CONCLUDED.]

This last is a fact we hate to acknowledge, but it cannot be gainsaid. Turn to the official report of Mr. Ford, of the Congressional Investigating Committee, He shows that it costs the state of New York, with some five millions of people, the income at four per cent of five hundreds of millions of dollars yearly to support its paupers; in short, twenty millions of dollars must be taken for this purpose from five millions of inhabitants, of whom about one in five is a wage-earner. It follows, therefore, that one million of workers have to pay at a rate of twenty dollars per year a piece for the support of their paupers. And Mr. Ford assures me that the revelations as to the increase of pauperism made by such authorities as heads of poor-houses, asylums, and other elemosynary institutions, actually startled the committee.

Now, there have been bills directed against these combinations, often with the only object of blackmailing them. There have been bills, too, nominally directed against them, but really at the instance of the ring-masters themselves, in anticipation of hostile legislation. Congress, however, does little besides talk on the subject, partly because it recognizes the danger of legislating on it without injuring innocent people, and partly because it knows that. when it does attempt to legislate, the senate frustrates its action. * * *

But it is not alone the manual workers that appear to have a right to complain. On the contrary, you might extend that right to all classes in every field of industry outside of the possessors of gigantic privileges. You might extend to the possessors of fixed incomes without regard to their magnitude, for all these various people are feeling the pressure. * * * * You say this is the result of the industrial question. To a great extent it is, but we have accentuated the evil by special privileges to corporations, by special legislation, and by a laxity in enforcing the laws we have. * * *

The legislature in every state is more or less effected with lobbying, while the condition of some of our city boards of aldermen could hardly be worse if we seated therein the inmates of our prisons. Why, the government of New York City could have been run in an economical manner solely on the income that the franchises she has squandered annually pay to the privileged helders. Therefore, the privileged holders became wealthy, and the poor, at least in our cities, grow poorer. How do the last become poorer? *the increased* taxation that this squandering has rendered necessary. How does increased taxation make the poor poorer? By raising the rate of their tenements. It makes them more wretched beyond what they are made by increased house-rent, simply because there is just so much less that the city has left to expend on parks, on cleaning the streets, and on sanitary improvements, which are the very improvements that the poor and wretched require most.

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I have seen it stated that there are at present one quarter of a million more tenants paying rent to landlords in the United States of America than in England, Scotland, and Wales combined. Now, it seems to me that any one who believed in representative government would preceive that the relief for all these evils could best be found by the full discussion of them in the popular branch of our government.

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In my opinion, the senate is not irresponsible for many of the evils which I have touched upon, through this very power of checking the popular will.

* * * There is a pronounced tendency for men whose only recommendation is their wealth to buy their way into the senate. But still more dangerous than this, still more hazardous to the community, since it works insidously, is the tendency towards special legislation in the senate arising from the practice of receiving fees through the law firm of which some particular senator is a member. * * * Thus the few grow richer and the many grow relatively poorer. * * * In short, the shadow is of an unbridled plutocracy, caused, created, and cementod in no slight degree by legislative, aldermanic, and congressional action; a plutocracy that is far more wealthy than any aristocracy that has ever crossed the horizon of the world's history, and one that has been produced in a shorter consecutive period; the names of whose members are emblazoned, not on the pages of their nation's glory, but of its peculations; who represent no struggle for their country's liberties, but for its boodle; no contests for Magna Charta, but railroad charters; and whose octopus-grip is extending over every branch of industry; a plutocracy that controls the price of the bread that we eat, the price of sugar that sweetens our cup, the price of oil that lights us on our way, the price of the very coffins in which we are finally buried; a plutocracy that encourages no kindly relation between landlord and tenant, which has so little sense of its political duties as even to abstain from voting, and which, in short, by its

effrontery, is already causing the unthinking masses to seek relief in communism, in single-taxism, and in every other ism, which, if ever enforced, would infallibly make their second state worse than the first. * * *

* * * The note of warning is, not of Cæsar, but of Augustus,—a premature Augustus,—who ought to come in a country's decadence, not in youth, and who brings in his train socialistic legislation. In short, so much wealth has been piratically obtained, that it is making the honestly-acquired wealth that you and I possess, a stench in the poor man's nostrils. On this temper of the public mind all agrarian legislation is based. Therefore I raise my voice, not as a radical, but as a conservative, against allowing liberty to degenerate into jobbery, equality into vulgarity, and—what is especially dangerous—fraternity into an amiable negligence in enforcing the law against criminals in high places.

* * * To close our eyes to the true state of the case is to prevent the redress of evils which, if allowed to go on unabated, will infallibly make Democracy a by-word in the vocabulary of nations

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In *The Forum* for May Elizabeth Stuart Phelps compares the present Christianity to the Christianity of Christ in which she gives illustration that are valuable facts in guaging the tendency of the times, such as the following:

The question is, What would the Founder of our faith do in our situation? Have we got the sense of it? Have we applied Christianity? Have we made a science of the divine art whose principles he impersonated? Have we the genius of self-sacrifice? Have we the passion of unworldliness?

There is a fruit-market in Boston which has existed for thirty years on the whims of the rich. Hamburg grapes at ten dollars a pound are regularly in stock. In the winter, strawberries and asparagus sell easily at three dollars a box or a bunch. When the first Florida berries come, thirteen in a cup, at four dollars a cup, parties are supplied. One hundred and twenty-five dollars' worth of fruit to a single order causes the dealer no surprise.

A Chinese vase *sang de bœuf* finds a purchaser comfortably at five thousand dollars. The famous peach-blow vase was sold for fourteen thousand. A mantel-piece costing five thousand dollars is no startling feature in our homes. The catalogue price of Ivan-Romanoff the Siberian wolf-hound, in the last New York dog-show, was ten thousend dollars. A horse sold the other day for fifty thousand, and a distinguished philanthropist pronounced him "cheap at that." There is a single stone slab valued at forty thousand dollars, laid in front of a well-known private dwelling in New York. It is no uncommon thing to give fifty thousand dollars for a racing yacht; the average cost of repairs or improvements on such a boat, while in dock between regattas, would maintain an economical family for a year. One thousand dollars a week for the support of a cruising-boat is a familiar figure. Twenty thousand dollars for a woman's dress is not an unknown price. The jewelry of our ladies has reached such value that they dare not wear their gems; such pricelessness is sewn into invisible seams that female fashion on a summer tour is a temptation to a train wrecker. It is a well-known fact that many families have abandoned the use of their silver, which finds a lodging in a safe deposit vault, while the dinner-table is decorated, and the burglar defied, with plated ware. It is perfectly understood that paste rests upon fair bosoms, while the diamond glitters at the banker's Some years since it was found that the expenditure for the maintenance of the royal stables exceeded the entire sum set apart for public education in Great Britain. * * *

"It's not the rents I look to," said the undertaker-landlord of a wretched tenement block in London, to Octavia Hill; "it's the deaths I get out of the houses." Some years ago fashionable New York did penance by a spurt of charity in the then famous case of James Howard, an industrious, sober, honest American, who threw a stone into a plumber's window, and stole a few brass faucets to buy bread for children who were starving, and for a wife dying with consumption. For a few days the unsavory street where he lived glittered with liveried carriages, whose occupants amused themselves by playing My Lady Bountiful to that astounded family, and then rolled away to the next new scene in the private theatricals in gay life.

In a New England town the other day, a newsboy, hardly higher than the platform, was run over by a horse-car and fatally hurt. What did this self-supporting baby of six years, when writhing in the the last agony of a terrible death? He called piteously for his mother. To shriek upon her breast? That she might clasp him while the surgeon worked? No; to give her his earnings. "I've saved 'em, mother," he cried "I've saved 'em all. Here they are." When his little clenched, dirty hand fell rigid, it was found to contain four cents.

The city of Detroit may yet remember the case of "Gertie," which touched the press of the country at the time. A passer through Clinton street one day observed a little Irish boy hiding in a door-way and crying. A sympathetic inquiry brought to light one of the most exquisite stories ever recorded of the sick poor. In a wretched cellar a little girl of ten lay very ill. The window-panes were broken (it was March, by the way) and variously stuffed. For one pane the supply of tenement upholstery had given out. The wind and the boys looked in easily. Just within range of curious eyes the cot of the sick child was stretched. The *gamins* of Clinton street discovered her plight. One little fellow dropped an orange through the broken glass; a plaintive voice thanked the unseen giver gratefully. This touching mercy became the fashion in that poor neighborhood. Every day saw the cubs of the street cuddling like cossets outside that window. Wisps of evergreen, swept out of florist's doors, broken flowers thrown away, offerings of fruit, with the decayed part cut—every delicacy for the sick that the resources of Clinton street admitted of, went through that broken pane. One little fellow begged a bunch of Malaga grapes from a dealer, to whom he offered his ragged cap in payment. One day the boys said, "Our Gertie is dead," and the Christian street-boys became the mourners behind the hearse of the starved and frozen child.

Now, can any of us dare to say that a state of civilization in which such things are not only possible, but in which such extremes of human ease and misery are tolerated as the necessary conditions of society, represents the Christianity of Christ?

TWO HUNDRED A YEAR FOR LIQUOR.

An item which has started the rounds of the press, and which will probably be very industriously copied until something more malignant is furnished to take its place, is extracted from a recent article in the *Forum*, which states that, "It is safe to estimate the receipts of the New York saloons at $30,000,000 a year, one-half of which at least comes from 150,000 men who are known as laboring men. * * * The destruction of the liquor saloons alone would cure four-fifths of the poverty in the community." It is of course unnecessary to call the attention of the writers of such stuff to the fact that the first statement is utterly unreasonable and will not bear investigation for a single moment, and that the second one is directly contradicted by economic science as well as daily observation. The figures quoted would make the laboring men of New York spend an average of $200 a year for drink. We assume, of course, that the term "laboring men," as here employed, includes mechanics, and in fact all who perform manual labor. We have some personal acquaintance among such men, and feel confident that, if the writer of the *Forum* article had an equally extensive acquaintance with them, he would know that the workingmen do not spend an average of any such amount for such purpose, nor anywhere near it, and for the simple reason, if for no other, that they have not got it to spend after paying for what is necessary to sustain life in this expensive city.

If this writer and others who write articles for the high-priced magazines, telling their readers what is the matter with the "laboring man," would take the trouble to investigate and find out what kind of a living many of them who are absolute teetotalers are able to secure in return for their labor in our large cities, they might find reason to modify their opinions somewhat, and to conclude that the discouragement born of hopeless poverty and deprivation is responsible for four-fifths of the intemperance among them.

This is not saying that there is not more drinking among workingmen than there ought to be and more than is good for them, but to charge four-fifths of their poverty to that cause is a flagrant injustice, and such writing only tends to prevent the bringing about of a better condition of affairs. The liquor drank by others has more to do with keeping laboring men poor than that which they themselves drink.—*American Machinist.*

"The Pennsylvania Railroad Company has given orders that all locomotives are to be fitted with a safety steel plate one-fourth inch thick to be placed over the driving wheels for protection to the engineer and firemen in the event of the breaking of the parallel rod."

MONEY.

"Above all things good policy is to be used, that the treasures and moneys in a State be not gathered into few hands; for otherwise a State may have good stock and yet starve; and money is like muck—and no good unless it is spread." —*Sir Francis Bacon.*

"The use of substance of intrinsic value as the material of a currency, is a barbarism; a remnant of the conditions of barter, which alone renders commerce possible among savage nations. * * * In proportion to the extension of civilization, and increase of trustworthiness in governments, it will case."—*John Ruskin.*

"America is drifting towards caste and classism. The tendency is unfavorable to the republic and the free republican idea Wealth worshipping must stop short off, or ignorance may by violence end its power."—*Rev. Dr. G. M. Steele.*

"Think only of humility; princes and kings only have diverse interests; the people of all countries are friends."—*Victor Hugo.*

"If justice were dealt out more liberally, there would be less demand for charity."—*John E. Thomas.*

"To preserve the independence of the people we must not let our rulers load us with perpetual debt."—*Thomas Jefferson.*

"Congress has the right under the constitution to issue paper money, it was given them to be used by themselves, not delegated to corporations or individuals."—*Audrew Jackson.*

"I affirm it as my conviction that class laws placing capital above labor are more dangerous to the Republic at this hour than was chattel slavery in the days of its haughtiest supremacy." "Labor is the superior of capital. and deserves much higher consideration."—*Abraham Lincoln.*

"The Government ceases to be independent, it ceases to be safe, when the National currency is at the will of a company."—*Thomas H. Benton.*

"A just reading of the constitution is this: Congress shall have power to coin money, emit bills of credit and make anything besides gold and silver coin a legal tender in payment of debt."—*Daniel Webster.*

"Whatever a government agrees to receive in payment of public dues is a medium of exchange—is money, current money, no matter what form it may be." "I conceive the establishment of a National bank as dangerous to the safety of this Republic."—*Henry Clay.*

"Bank paper is cheap to those who make it, but very dear to those who use it. On the other hand, a National currency, while it would greatly facilitate its financial operations, would cost next to nothing, but would give to every branch of industry great advantages. And I now undertake to affirm, without the least fear that I can be answered, that a paper issued by the Government with the single promise to receive it for dues, would form a perfect paper circulation, which could not be abused by the Government; that it would be as uniform in value as metals, and I shall be able to prove that it is within the constitution and power of Congress to provide such a paper, according to the most rigid rule of construing the constitution."—*John C. Calhoun.*

The fourth of March is drawing near when a new era will be made in our national history. The Democratic administration retires to be superseded by an apministration of republican faith. While the change may thrill republican hearts with joy and furnish pretext for a thousand conflicting comments and prophesies, the questions that naturally lie nearest the human heart: Will it roll back the load of oppression from off my shoulders? Will it lift the mortgage from the farm we have signed away for daily bread? Will it restore the credit of the honest poor man who has done nothing whereby it should be taken away? Will it quell the riots and insurrections that have disturbed society, commerce and general trade? Will it inaugurate that era of prosperity that has been promised but never realized be-

yond the bubbles of hope? It is these questions that interest the toiling millions, and they have no heart to rejoice over the triumph of any party whose principles do not touch these vital issues. If the same course is pursued in the future that has characterized the past, the inaugural ceremonies of 1892 with all the dazzling splendor and extravigant outlay of wealth, will afford a striking contrast compared with devastated homes of industry and once prosperous citizens. Are they not sovereign too? Sovereigns before the law and slaves before their creditors.—*White Country Wheel.*

Money must be made and issued by the Government. Money must be public and not private credit. Money is made by the authority of the Government for the use of the people; it alone can pay debts and satisfy judgments; therefore it must be issued by the Government in sufficient quantities to stop the issue of interest-bearing bonds. The rate of interest must be kept below the increase of wealth by production. If this was done interest would never rise above 2 per cent. per annum, and very seldom above the cost of issue and control, which would be, perhaps, 1 per cent per annum. Then labor would find constant work and good wages; labor would then be respected; the farmer would then be enabled to improve his farm and beautify his home; tenant farmers would soon be a thing of the past; the bitter curse of high rents, high interest and usury would leave us forever, and with high interest and high rent would go the usurer and money broker. High interest, high rents and usury have cursed labor and civilization more than pestilence, famine and war; and strange as it may appear, it is the usurer cursed of Heaven, condemned by prophets and holy men, and thrust out of the temple by the Divine Master that is to-day ruling the kingdoms of Europe, robbing the toiling masses in every land, and shaping the course of both great political parties in this nation. — *Richard F. Trevellick.*

COMMENTS.

Editor Magazine:

In reading the various comments on Mr. Adams' article, and in talking to men in the different departments upon the subject, I have failed to strike upon any who exactly meet my views. In the first place the notion seems to prevail that the propositions are in a manner impracticable. Another notion is, that to put the plan in operation it would be necessary to abandon the labor organizations already in operation. While another idea seems to rest on a suspicion of insincerity on the part of the author. As to the practicability of the plan, I see nothing serious in the way, for I do not understand Mr. Adams to contend for the immediate adoption of his plan in whole or in part, but that steps be taken which will eventually develope into the plan as outlined by him, or one similar. For instance, a federated executive board of the several different labor organizations on the road, reduced to a committee of five or seven, would be ready to meet Mr. Adams on his own ground, when the different propositions of his plan or other matters of interest to both stockholders and employes could be discussed in detail. In the meantime the different organizations could be maintained, as they are at present, until the working force is educated to do their part in better organization, for it is hardly to be expected that the first efforts in this direction would meet with a degree of success that would warrant an abandonment of the present organizations, and I am afraid that a federated committee would be a bugbear, that it would take sometime to educate the Boston end up to, even after the employes had effected it. As to the last objection raised, I do not think that there is a single employe on the road who has any reason to doubt Mr. Adams' sincerity, while as to his ability to carry out all of his ideas, there may be grounds for doubt. It may be that he stands awfully alone in his ideas around Boston, but strong men stand more alone than weak ones, and he comes of a strong race of men, men with the courage of their convictions, and

these things should be taken into consideration before expressing a doubt of sincerity.

One thing is certain: When a man undertakes the solution of a question of such vital interest, he should have at least the moral support of the men most benefitted by the solution of the question. In my own mind I think I should be safe in saying that inside of ten years after the adoption of Mr. Adams' plan, he would find the majority of the stockholders among the employes of the road.

I have noticed from time to time among the correspondence complaints against men placed in charge of work, and have always thought that such grievances should be taken elsewhere, but from the experiences of the last few months I have been made painfully aware that some of them need "roasting" by some one, for the powers that be never seem to know when the men or property have suffered enough from this source, until some one squeals.

Here we have a specimen of "Livingston's Ideal," one of those who could work for nothing and live on the smell of an oily rag, and for an all-around tin horn we are prepared to back him against anything on the "system" for money, marbles or chalk.

There may be money for some one in placing men in charge of work who worry the life out of themselves and make life a burden to every one who has anything to do with them, but we fail to see where the stockholders' share of the proposition comes in, unless it is that the breaks in the work are made up by what few dollars he can bulldoze a few laborers and half paid apprentices out of.

As, for instance, the other day it was necessary to have one of the boiler makers' helpers or apprentices (I don't know just what they are considered) work overtime. The next morning he was promptly "jumped" by the gentleman in question, who wanted to know by what authority he gave in time and a half for his over-time. We did not learn whether he suceeeded in getting away with the boy's over-time or not, or whether it would pay for the extra work he made on the last set of valves he attempted to set, but I hardly think it did.

The other day I had to go to the storeroom for material, and of course went after the necessary order. After a short search I found his Royal Nibs, trucking a tank spring from the blacksmith shop to the round house. Not caring to interrupt him in so important a function, I waited until he was through. When I went after him again, I found him with a job "chucked" in the jumper, knocking out ten hours work in eight right along. Of course the job I had in hand did not make quite so good a showing, but then I am not so ambitious. It has been an open question for sometime just where he gets his pull, as he was never known to own a fighting cock or a bull dog, and our division foreman is generally credited with pretty good judgment.

If I am not ordered out to be shot for this my first offense, I will come again.

FAIR PLAY.

Evanston, Wyo., May 16.

There is a good deal of nonsense indulged in by the daily press, because a man who is capable of making or mending a shoe, when occasion requires, has been elected mayor of a small western city. It is not urged that the shoemaker mayor did not make good shoes, or do an honest job in the way of putting dilapidated shoes to rights, but—oh! the shame of it—he has earned an honest living with leather, and waxed ends, and awls! Honesty and ability will never count with some folks against that. The shoemaker ought to stick to his last, and, by parity of reasoning, Lincoln ought to have kept himself at splitting rails, and Garfield at urging refractory hybrids along the tow-path. But a line must be drawn somewhere, and it appears in the reasoning of some great minds that it should be at Cobbling.—*American Machinist.*

You can fool all of the people some of the time, and you can fool some of the people all the time, but you can't fool the people all the time.—*Abraham Lincoln.*

PERILS OF DEMOCRACY.

Nevertheless it should be observed that the word "democracy" has two distinct meanings. Sometimes, in conformity with its etymology, it is intended to signify government by the people, and at others, as in the passage quoted from Tocqueville, equality of conditions. The movement now taking place, and apparently so irresistible, tends to a greater equality of condition; and it will most assuredly continue, because it is itself the result of influences of the economic order—the use of machinery, which lowers the price of manufactured articles and makes them attainable by a larger number, the division of inheritances, and a wider diffusion of knowledge through schools and the press. But the definite triumph of democracy in the sense of government by the people does not appear so assured. Many sagacious men are of opinion that an attempt to equalize conditions would induce a conflict of class against class, in which all free institutions would be likely to perish, and that thus despotism would probably be born of anarchy. The great danger threatening the future of democracy is this: Equality of right has been proclaimed and there is universal suffrage. The lot of the lower classes is far better than it used to be, but there is still inequality of conditions and immense fortunes are made. Hence arise the claims of the working classes. They enjoy political equality and now call for economic equality in addition. As Henry George says in his "Protection and Free Trade," equal admissibility to public offices does not suffice; the same principle must be applied to property.

See how the transformation in society now taking place before our eyes is productive of the peril I mention. In the first place, with what rapidity new ideas gain ground! Who could read in former days? In antiquity, the philosopher, who unrolled his rare manuscripts in his marble library, where they were carefully put away; and in the middle ages, the monks, who alone possessed some knowledge. When a written book represented two or three years of labor, neither the artisan nor even the middle classes ever thought of procuring such for themselves. Printing, by placing books, and more especially newspapers, within reach of all, spreads everywhere, at home and abroad, the views of those who are desirous of remodeling society on a reformed plan.

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Machinery is the great leveler. It is this which makes the triumph of democracy a certainty, while giving rise at the same time to the peril with which it is threatened. * * * If, indeed, we take into consideration the changes which the advance in industry effects in social conditions, we shall at once perceive that these same economic influences which on the one hand contribute to social equality, on the other bring about a feeling of antagonism between masters and men; and thus the cause which leads to the triumph of democracy is also the source of dangers accompanying it. Reflect a moment on the mode of labor in the middle ages. Let us take, for instance, the woolen industry in Flanders, the produce of which was exported over the whole world, and whose wide development was the origin of our powerful and populous communes. Occasional vignettes in some of the old manuscripts show us the interior of the artisan's abode. He is seated by the loom, engaged in weaving the cloth, while his children arrange the distaff and his wife spins at the wheel. All work was done in this way, at the domestic hearth. The master himself worked, assisted by his family and sometimes by apprentices. He needed only a small capital to establish himself in business. The education, condition, and manner of life and thought of the master and his men were all very similar. The privileges of certain corporations might perhaps occasion discontent; but this could never become an antagonism of class against class, because workman and employer belonged to the same condition. * * * At the present day production is carried on by the universal use of machinery on a totally different footing. Workmen are obliged to

desert their homes and families. They must crowd into enormous workshops, around the steam power, which sets in motion the innumerable and admirable pieces of machinery which increase by ten and even a hundred fold men's force. The factory workman, who has a merely automatic and muscular effort to accomplish, is rather below the level of the journeyman and the apprentice of former days, and at the same time the director of the factory or works is infinitely superior to the former workman. Whether the works are his own or he be only the manager, a large amount of capital must pass through his hands, and like a general, he commands a whole army of workers. * * * His education, position, and mode of life, the very necessity for the exercise of authority, place such a director in a totally different world from that which his men live. His Christian or manly feelings may lead him to consider them as brothers, but actually the fact remains that they have nothing in common with each other. It is not in his power either to raise their wages or improve their condition. Competition obliges him, in spite of himself, to reduce as much as possible the cost of production.

As processes are further perfected, machinery more and more generally employed, and labor further subdivided, the workman's condition improves in a sense, because manufactured produce can be purchased at a lower cost; but this very fact increases the distance separating the capitalist from the workman. The artisan, the small contractor or tradesman, is absolutely swamped by these vast establishments. The wealthy barons of finance and industry are now the masters and rulers of the economic world.

Another danger threatening modern democracy is the instability of conditions and the uneasiness, the boundless aspirations, resulting from this. This instability is attributable to the civil equality now enjoyed and to the freedom of action which is permitted to all. In the middle ages the lot of each individual was fixed, but it was also assured. The cultivator in the country lived near his glebe-land Attached to it from his infancy, he had to submit to certain exactions, but he had always sufficient land to supply him with the necessaries of existence on payment of a fixed yearly rent. He had no fear of this being suddenly raised or of exactions being put upon him without cause. The communal lands, everywhere extensive, supplied him, as in the present day in Switzerland and in the Belgian Ardennes, with pasturage for his cattle and with wood for his fire or to build or repair his abode. He could not hope ever to grow wealthy, but he had never to fear absolute want and abandonment. Communal ties bound him to his fellows, as one family, all working for the interest of the maternal soil owned collectively. His hopes were limited, but so also were his cares

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All those institutions of the middle ages which were at once drawbacks and refuges have disappeared. Liberty and equality, proclaimed for all alike, have leveled the land for universal competition. We see the struggle for existence which, it is said, governs the animal creation, becoming the law also of the economic world. The highest places are for the strongest, the cleverest, and sometimes, also, unfortunately, for the least scrupulous.

This general competition is the cause of all the progress made, the great source of industrial activity, and of power; but it is also productive of incessant agitation, of permanent uneasiness, and of universal instability. None are contented with their lot or feel safe as to their future. The rich are anxious to secure greater riches, and those who live on the fruits of their labor are fearful that this may, one day, fail them. Each one is free to frame his own destiny. No position is unattainable, no trade closed to any man. Equality as to rights is established, but inequality still exists as a fact, and it is the more irritating that each individual may aspire to the highest posts. There are greater disappointments as the hopes formed are higher

all may attain, but all do not, and those left behind envy and curse those who have outrun them.

Regulations as to wages, one of the most vehemently disputed questions at the present day, is a new danger for modern democracy. Formerly wages were setttled by custom, and sometimes by an official tariff. Now there is free competition. The question depends entirely upon the number of hands and the amount of capital seeking employment. All is now subjected to Ricardo's famous law—the iron law, as the German socialists have named it—in virtue of which wages are generally reduced to the strict minimum requisite for the bare maintenace of life. This once comprehended by the working-men, their response is: "Inasmuch as our pay depends upon the offer of our hands, we will not offer them unless we are paid more." Hence all the recent strikes. There is a ceaseless struggle going on between workmen and employers which entails all the hardship and misery of real warfare, and he who can the longest resist famine is the sure victor.

Socialism springs directly from the state of things here described. It was at first looked upon as a diseased condition of mind, a merely transitory outcome of political revolutions that a return to a proper order of things would speedily banish; but it is now acknowledged as a chronic evil invading all states, as a sort of cosmopolitan creed, uprooting natural affections and even love of country. Social agitations are not local, like political revolutions; they are universal, like religious fermentations, and like these, too, they fill the hearts of their adherents and upholders with a sort of mystic fanaticism. When small farmers and the peasant population once begin to envy the lot of the wealthy, while cursing their own, as town workmen now do, the danger threatening modern democracy will be distinctly visible to all. This danger may be briefly summed up thus: The power of selecting legislators, and therefore of making laws, is vested in *those who own* no property, and whose wages are reduced to the utmost limit. Equality of right is proclaimed, but inequality continues as a fact, occasioning greater suffering than ever and producing more irritating effects.

Macaulay, in his well-known letter to an American, writes on May 23, 1857, that a time will come when a choice will have to be made between liberty and civilization; and this prediction applied no less to America than to Europe. We should recollect that Grecian democracy fought and perished in just similar struggles. As soon as the spread of riches brought about inequality, the conflict between rich and poor commenced. All sorts of measures were employed to arrest it, including banquets to which all classes were bidden. Plato's reflection in the fourth book of "The Republic" describes the situation of to-day. "A Greek state," he writes, "is not one; it comprises two states, one composed of rich, the other of poor." As the poor enjoyed the possession of political rights, they employed them for the establishment of equality. The conflict between classes was carried on until it brought about loss of liberty, of prosperity, and finally of the independence of the Grecian republics.

In order that democracy may insure order and liberty, it is indispensable that all should receive a serious, and more especially a highly moral education, so that the working classes may learn to know the limit of their rights and the upper classes the extent of their duties. It is useless to tell the people that in our present social order everything is perfect; they will not believe this; they must be made to understand that the amelioration of their condition can be accomplished only very gradually, as moral and intellectual development attains a higher standard, and that consequently the progress would be intercepted by any employment of force.—*Emile de Laveleye in Forum for May.*

[TO BE CONTINUED.]

"Misunderstanding and inattention create more uneasiness in the world than deception and artifice, or, at least, their consequences are more universal."

LEGAL DEPARTMENT.

FELLOW SERVANT — CONDUCTOR AND SECTION FOREMAN. — In an action for damages growing out of the killing of a section foreman, who attempted to cross the track in front of a car put in motion by the conductor in the act of making a flying switch, *held*, that a section foreman and a train conductor are co-employes within the purview of Civil Code Dakota Sec. 1130, exempting an employer from liability to one of his servants for the negligence of another servant "engaged in the same general business, and for a death resulting from such contributory negligence there can be no recovery. (Elliott v. Chicago, etc., R. R. Co., Dakota S. C., Feb. 9, 1889.)

NOTE.—As early as 1841, the Supreme Court of South Carolina decided that an employe could not recover against their common employer for injuries sustained by the negligence of an employe engaged in the same general business. (Murray v. R. R. Co., 1 McMul, 385.) Soon after the Suprome Court of Mass. decided that an engineer could not recover for an injury inflicted on account of the negligence of a switchman. (Farewell v. R. R. Co., 4 Metc., 49.) This last decision has been followed by all the state courts except Tennessee. Thus New York S. C. where a sectionman was injured by the negligence of a train man, (5 N. Y., 492;) where a brakeman was injured through the carelessness of an engineer, (18 N. Y., 432;) where a shoveler was injured by the train men, (81 N. Y., 373.) In Illinois the rule was applied in the case of a car-repairer injured by the negligence of an engineer, (85 Ill., 500,) and in Pennsylvania in the case of a section man and engineer, (3 Alt., Rep., 15.) In Wisconsin in the case of a shoveler and conductor, (58 Wis., 52.) In Minn. in case of an engineer and station agent, (31 Minn., 553.) Colorado, Wisconsin, and Indiana have by recent enactments changed this rule, and railway and other corporations must answer in damages for injuries resulting to an *employe through the negligence* of a co-employe, and any agreement to exempt the employer from liability will become absolutely void.

REVERSING A TRAIN — INJURY TO TRACKMAN — RISK OF EMPLOYMENT.— Where a dirt train had made regular daily trips over a section of the road for a year, having on a certain day reversed the train and pushed the cars in front of the engine whereby the plaintiff's intestate was run down and killed, *held*, that the danger of being run down by a reversed train was one of the risks of the employment deceased had assumed and no recovery could be sustained against the company. (Kelly v. Penna. Ry. Co., Penna S. C., Mar. 25, 1889.

INJURY TO SERVANT — PLEADING — AVERMENT AS TO KNOWLEDGE OF DEFECTIVE BRAKES.—The complaint in this action alleged that plaintiff, in attempting to apply one of the brakes, by reason of its weak condition, was violently thrown down on one of the cars and seriously bruised, "that the injury was caused by the neglegence of defendant company in failing to provide good and safe brakes and appliance connected and used therewith; and further, that the company negligently and carelessly omited to keep its brakes on said train in good repair, and knowingly allowed the same to remain out of repair." *Held*, that each of the averments was sufficient in itself, and in such case, the burden of proof is not on plaintiff to prove that the company had knowledge of the imperfect brakes. Judgment rendering company liable for the injury affirmed. (Louisville & N. R. Co. v. Coulton, Ala. S. C., Feb. 7, 1889.)

COLLISION—NEGLIGENCE OF ENGINEER —INDICTMENT FOR MANSLAUGHTER STATUTE.—The defendant Dorsey was indicted for manslaughter for negligently and wontonly running his locomotive engine into the rear car of a passenger train standing on the main track, and causing the loss of life. In the trial court the indictment was quashed but upon appeal to this court the order is reversed and the cause remanded with instructions to place the defendant engineer on trial for

manslaughter. The question is as to the sufficiency of the charge under the statute. This court holds that an indictment alleging that an engineer who caarelessly, negligently, and wontonly ran his engine into a passenger train contains all the necessary allegations that the act charged in the indictment shows such wantonness and recklessness as to constitute manslaughter, if not murder. (State of Indiana v. John Dorsey, Ind. S. C., April, 1889.)

NOTE. — This decision is attracting great attention. Railway accidents occasioned by employes' negligence are numerous. The loss of life at times very great. Local statutes on this subject are usually silent. Involuntary manslaughter is a charge in law not of self criminal, that must be met in our courts in the future by careless employes of American railways The conductor of the illfated train will also be tried for manslaughter for negligently permitting his train to remain on the track without sending out flagmen to flag approaching trains. Similar causes are pending in Pennsylvania and New Hampshire.

SUNDAY LAW—INJURY TO SERVANT—DEFECTIVE CAR—NEGLIGENCE. — In an action to recover damages for the death of a husband occasioned by the negligence of the company, where in the defense alleged the the deceased was engaged in the violation of the Sunday law, and could not recover, it is

Held, 1. That where a brakeman, who is engaged in common labor on Sunday, in pursuance of a general contract with a railroad company, and is injured by the negligence of the company, he may recover damages for such injuries.

2. Where a brakeman is ignorant of a defect in a car coupling, which defect is not obvious and cannot be seen except by stooping down and looking for it, he is not guilty of contributory negligence in going between cars to couple them where he was fatally injured. (L. N. A. & C. Ry. Co. v. Buck, Ind. S. C., March, 1889.)

NOTE:—Two state courts—Massachusetts and Vermont—have decided that a servant places himself outside the protection of the law when engaging in common labor on the Sabbath day. (See Day v. Highland, etc., Ry. Co., 135 Mass., 113.) And where the engineer of a livestock train was injured on Sunday it was declared that he had forfeited his right of recovery by engaging in unlawful labor on Sunday. (Read v. R. R. Co., 140 Mass., 199.) The great weight of authorities is against the position assumed by the above named states, and the fact that a party injured was at the time violating the Sunday law, does not put him out of the protection of the law, because it would be unjust to him, by the law, at the mercy of others. (See Cooley on Torts, 157.)

TRAIN SERVICE—DEFECTIVE ENGINE—BAD FENCES—KNOWLEDGE OF.—In an action asking compensation for injuries suffered by plaintiff, who, while acting as brakeman and baggage master, was thrown down an embankment with his car by reason of a collision with a bull upon the track, the engine being used without a cow (bull) catcher. The answer alleged that the servant knew of said defect and of the bad condition of fences and thereby assumed the risk. From an adverse judgment defendant appealed.

Held, 1. That where a servant on defendant's train was injured in an accident caused by a bull on the track, that even if plaintiff knew that the engine was without a cow-catcher, and the fences along the track were defective, the question of his recovery for the injuries was for the jury.

Held, 2. That it was not necessary to plead that the plaintiff knew nothing of such defects, as such fact is matter of defense, and alligations in the answer that plaintiff's injuries were caused by his negligence in assuming the risk, he he would not have been injured, authorized his declaration in evidence that the defects which caused the accident were unknown to him. Affirmed. (MaGee v. North Pac. R. R. Co., Cal. S. C., Mar. 1, 1889.)

MECHANICAL DEPARTMENT.

LEAVING THE OLD SHOP.

A writer in one of our mechanical contemporaries argues against what he calls "the grave error often made by many firms in not keeping their apprentices after they become journeymen, in preference to hiring new men." Now, it is curious, perhaps, but we think it is usually a grave error, both on the part of the apprentice and his employers, to suppose that there is any advantage to either in a continuance of their relations after the expiration of the apprenticeship.

The spirit which dominates the apprentice is usually entirely different from that which inspires the journeyman—necessarily so, and it is very rare that a young man can, at the expiration of his apprenticeship, remaining in the shop where it has been served, change his habit of dependence upon others for assistance in tight places, his way of doing things more with a view to learning than to the accomplishment of work, and his general feeling that he is a fixture in the shop, and is kept there more by reason of a specified agreement, or some instinctly defined claim, which he dimly imagines himself to possess, than upon the sole basis of valuable services rendered. It is safe to say that the first year or two after the expiration of his apprenticeship, spent among strangers in other shops, and at somewhat different work from that which he has been accustomed to, are the most valuable years in the experience of a mechanic. It is then that he is thrown upon his own resources and compelled to depend upon himself, which is the only way in which he can hope to make a fair comparison between himself and other mechanics, and acquire a clear idea of his own inherent ability and value. It is during this experience that he ceases to be a boy and becomes a man, realizing that the position he is finally to occupy amongst other men will depend mainly upon himself, of course largely upon the opportunities which may present themselves, but mainly upon how those opportunities *are utilized.*

It is a practical recognition of the fact that there is something lacking in the training of a young mechanic who has merely served out the term of his apprenticeship, which makes it almost impossible for him to secure as good wages by remaining in "the old shop," as he can secure by going out and taking a position elsewhere.

Viewed from the side of the employer, the journeyman from another shop, even though he be a young man just out of his apprenticeship, is more valuable, not only because he expects to depend for his success entirely upon his own resources, expecting no favors not received by others, but becauese he brings new ideas which are likely to be valuable.

We think that the prevalent practice of exchanging young journeymen, which—though mainly without design—has been followed in this country, has been an important factor in the developement of our mechanics, and has been beneficial to all concerned. We have known cases, of course, where young men have remained as journeymen in the shops where they learned their trades, and have risen in them to positions of responsibility, which they have filled with credit to themselves and their employers, but such cases are comparatively rare, and it is safe to say that in almost every instance the young man would have been all the better for some outside experience, no matter how valuable without it—*American Machinist.*

At the Erie meeting of the American Society of Mechanical Engineers the president, Horace See, in his address, dwelt upon the importance of skilled mechanics in the industrial arts, prefacing his address as follows:

"With the general introduction of labor-saving devices, and the advancement of the mechanic arts, the demand for the laborer is every day becoming less and less, and for that the skilled workman greater and greater, as the drudgery of life is lifted from man and transferred to the machine, which, in its turn, demands of him skill to build and to manage.

"As a natural consequence, the supply of skilled workmen—the rank and file of

our industrial army from which many of the illustrious men in our profession have sprung—is insufficient to meet the demand which our manufacturing interests, from their rapid and marvelous growth and diversified character, have created."

He argued against the teaching of trades in technical schools, and cited the fact that, in the profession of medicine, the utmost stress was laid upon practice.

Speaking of the effort to bring mechanic arts high schools into the existing system of public education, he says:

"It is not only perplexing to conceive how a trade can be taught in the manner specified, but how a boy, staggering under his load of science, technology, industrial art or commercial activity, can be brought down to such an humble pursuit, and made to work at it. The fact is he cannot be brought there, but aspires at once to something higher. His efforts in this direction, as a rule, are unsuccessful, and cause him to drop out of mechanical pursuits."

The establishment of a free school of mechanical trades in an agricultural county at some distance from manufacturing establishments (evidently referring to the Williamson endowment), he considered as showing "how far from natural methods the teaching of the young to become skilled workmen is drifting, and seems to add another example to the many previously existing, of kind but misdirected efforts to educate them."

The advocates of the manual training system did not stop to consider how the children are to be provided for during their long period of non-production. If better education was to be given to the children whose parents possessed limited means, the night school must supply it in connection with the workshop.

He outlined another plan where the philanthropist was willing to support as as well as educate. Let the boy, having a good common school education, be apprenticed for at least four years to an establishment engaged in the work he expected to follow. Four days of the week should be spent at shop work, and two in study:

"The industrial home, with its schools, *should be located in the midst of manufacturing center. The school sh*[illegible] well provided with all the necessary facilities for instruction in subjects bearing upon mechanical engineering, naval and civil architecture, chemistry, electricity, mathematics and drawing. For boys who are able to live at home, night schools could be provided in the same institution taught by another corps of teachers."—*American Machinist.*

TRAINING RAILWAY MEN.

The Pennsylvania Railroad has at its Altoona shops a unique school for training candidates for positions in the transportation department. Graduates of university scientific courses are eligible for instruction in the school, such as those who have studied in the Towne scientific department of the University of Pennsylvania, in the Troy Polytechnic School, the Resselaer Institute and other schools of that description.

There are no classes, no set hours, no regular instructors at Altoona. As many students as can be accommodated, perhaps a dozen or so, are taken into the training school. Some are put to work firing locomotives, some in the machine or car shops, some in the draughting-room, and others again at maintenance of way work. These college-bred learners are expected to work in any department to which they are assigned, side by side with the regular employes, and are salaried like the regulars. There is a system of graded pay by which those who show application and ability can steadily increase their income.

It is from the ranks of those who have gone through this school that the railroad company recruit the upper grades of its officials. Whenever positions are vacant the department heads have these tried students to select from, and the consequence is that an efficient service is maintained. So successful has the working of this scheme been that in a number of cases prominent eastern railroads in need of sub-officials have sought to get hold of men graduated from the training school. President Roberts has the first pick of his students, but after that other railroads are supplied wherever possible.—*Philadelphia Record.*

DISTRICT DEPARTMENT.

Every member should take it upon himself to increase the circulation of the MAGAZINE. Its success redounds to the benefit of all alike. If anyone has a personal dislike to the MAGAZINE then do the next best thing, work for the benefit of some other periodical published in the interest of labor.

Local Assemblies should discuss the question of shortening the working day permanently. The time should never be allowed to be increased. The work on railroads that is left undone now will have to be done some time, and there is no reason why it should not and cannot be done at an increased rate of pay. Organized effort will accomplish it.

Richard F. Trevellick has done noble work in his lecturing tour over the District. Do not allow the interest he has stirred up to again be lost. It is to be regretted that he had to cut his visit short on the Kansas Pacific division on account of a call home on important business. A repetition of his visit will be looked forward to with pleasure by the many friends he has made in the West.

Mrs. L. M. Barry in her short stay at Denver won the admiration of the public, the esteem of all who desire to have less misery fall to the lot of laboring humanity and the heartfelt gratitude of the Colorado Knights. The first, because of her fearless, clear cut attacks on existing evils which the public recognize if they will not right. The second, because they find in her one fit to lead in the army of reform; and the last, the heartfelt gratitude of the Knights, because she pointed out to them what is their duty, and wherein they have failed in doing it. She taught what the work of the Order really is and its importance, and last, but not least, because she sent words ringing into the ears and we hope the souls of those who have attempted to traduce our Order, have pointed the finger of scorn at those who dared to recognize their membership, that should at least ever hereafter cause them to hold their head in shame.

Denver's Knights wished to be remembered by her individually if possible, but surely as a whole; they desired her to carry back the her eastern friends a slight memento that her eyes may at times see and recall to mind the fact that in May, 1889, there were Knights in Denver. What form that memento might take was a question of grave importance. The weaknesses of human beings can at times be turned to good accounts. Our eastern friends have a weakness for Colorado specimens, not specimens of Knights particularly, but of minerals and rock. If they could be given unlimited powers it might be only a question of time before the Rocky Mountains would be razed, broken up and transported to cabinets east of the river. We doubt if she would be an extremist, but so sure were the members that she has in some degree this peculiarity of our eastern friends, they believed that if an august-eyed inspector was to overhaul her baggage at the depot he would find secreted among unnameable articles bits of rock peculiar colored stones, glittering with metallic colors, said to assay at least 2,000 pounds to the ton. Believing that these peculiarities of our eastern friends are harmless ones, and which, by the way, many Coloradoans humor for the sake of the profit, and notwithstanding the fact that the Order of Railroad Conductors were stopping here and that the Knights had not set the Pinkertons' or anyone else's hounds to watch them, her Denver Knightly friends gather together some bits of stone, Colorado gems, and placed them in the form, the triangle within the circle, the meaning of which she knows so well.

The Knights asked her to accept this seal of Knighthood set with Colorado specimens, not for their intrinsic value for that would be small, but that the stones and minerals might call to mind her first visit to Denver, the form they take Knights of that city.

In this visit to Denver she crossed the crossed the border and penetrated the regions of the wild and woolly West.

Perhaps some of her Eastern friends hearing of the locality she was visiting have been anxious for her safety. Visions of Sioux, Utes and Apaches, wild animals and wilder men may have appeared to them; when Providence's kindly hand and the skill of railroad men safely guide her again among them, and they ask her *if really there is any danger*, she can point to the seal for an answer. May her life be spared to again visit the Queen City of the West, and to see the principles of Knighthood triumphant, that she, T. V. Powderly and R. F. Trevellick are such noble defenders and teachers of.

Editor Magazine:

Our old friend, Al. Moyes, who went to the U. P. hospital May 5th for treatment, was discharged May 11th. Dr. Perkins at the hospital considered his disease chronic, and from rules adopted I am told, some years ago, by the U. P. authorities not permitting the treatment of chronic cases, the Dr. gave him his discharge.

The U. P. employes at this place are quite indignant at the manner in which he was treated, having worked for the U. P. system seven or eight years, and sometime previous to establishing hospital dues on the Idaho Division.

Those who have known Mr. Moyes for years say he has been, from all appearance a very healthy man till within the last five or six months, and that if he has a disease of a chronic nature, must certainly have contracted the same while in the company's service, hence, in the opinion of many is entitled to treatment. It is believed that the rules laid down in chronic cases was only intended to apply to those who entered the service with fixed diseases, who after a few weeks or months work applied to the hospital for medical treatment, evidently entering the service for the express purpose of imposing, not only on the company but the employes. If the rules are to be applied to diseases contracted while in the employ of the company, employes remitting such dues should pause and consider what they are doing, for nine out of ten men that have remitted dues for years, if they were taken sick would not have any assurance of hospital treatment. It is possible that the present dues are not sufficient to treat chronic diseases, even though contracted while in the duty of the company. I believe the dues not sufficient, therefore in my opinion should be raised to 50 cents per month, having suitable hospitals and giving treatment to all deserving employes. EMPLOYE.

Pocatello, Idaho.

[We would be pleased to hear from other employes on improving the hospital service.—ED.]

The Howitzer, one of the best labor papers pulished in the west, suspended publication last week with the announcement that when its subscribers paid up it would be able to resume. It is the old old story. The average labor paper that manages to live does so by the patronage of the business men who advertise in it. If they depended upon the support of their subscription list they would starve. And yet when trouble comes on and the laboring people want to explain the situation to the public, they wonder why they have few friends among the newspapers. This country needs a few thousand people like Mrs. Barry and Captain Trevellick, who, instead of patting the toilers on the shoulder and feeding them on flattery, will continue to administer good substantial kicks in the short ribs until they come to realize the fact that there is something in the world besides their own selfish interests to be looked after.—*Denver Patriot.*

Let every young man who is starting out in life get all the education he can. The more education he has the better will be his chances for preferment, socially, individually and professionally. There is no sense in the theory that a mechanic should be an ignorant man. Everything in the situation points in the other direction. If any man should be well informed that man should be the mechanic. It is encouraging to note the relation of the mechanic to his surroundings is becoming understood generally. Owners of mechanical plants do not inquire of the applicant whether he knows merely the drudgery of his trade. They prefer men who know most about their business.—*Labor Advocate.*

CORRESPONDENCE.

NOTICE TO CORRESPONDENTS.

Do not wait till the last moment to write up your monthly letter. Send it in at any time, the sooner after you read this the better. The first opportunity you have is the best time.

OMAHA, Neb., May 22, 1889.

Editor Magazine:

A journey to the great city on the verge of the inland sea was the cause of no letter last month, but am pleased to see you found another. May they grow like that proud bird of freedom, nobler each time it spreads its wings. The country over dull times are complained of, so Omaha is no exception. All feel the effect, but few understand the cause now better than the manipulators of the coming raid upon the treasury and resources of the nation.

Milton says, "Drink deep, or touch not of the peerless spring." Space and other matter forbids this time a pleasure, so his advice I take and return to local lessons on man's pretentions to be just, civil liberty and our troubles, which, by the way, are like a hay stack.

Well, in the shops they are doing the eight hour a day and four on Saturday, forty-four hours a week, four hours better than the advocates are advising. What a splendid argument in favor of eight hours is the present short hours being worked in the majority of places throughout the country, with thousands of men out of employment in every direction. With such practical illustrations before us, will debating the necessity of eight hours a day remedy the evil? Could Mr. Powderly and his whole force of able lecturers combine in a plea it would be but weak compared with the poverty prevalent throughout the land to-day. "But we must educate," some honest ones exclaim. Even the jokers have taken to use that fad, and why not, since he that is to be benefitted will tell you he has no time to read or learn.

The statues of a State excuses no man's ignorance when they are violated; society frowns upon him found guilty of petit larceny, and he that speaks of manhood, freedom and against monopoly should be despised should he ever again at empt to strike a blow or labor longer than eight hours a day when he has it in his grasp. A sacrifice must be made to assist the needy. Let us resolve we will never again work more than eight hours a day, and give the needy a chance to earn their own. This wont require much education, only a little suspension of that animal greed which is so often found amongst the educated.

I am informed that Mr. Jones, better known as Pump Jones, was discharged a few days ago. He had charge of the pumps on the branches. How strange! It was only a few days ago the papers gave it out that Mr. Kimball would not allow any more men that had spent the best of their days in the service of the company to be discharged. If their positions were abolished they were to be given other employment, but in no case would a worthy man be discharged. This was said when another old employe was reinstated, but he is the only one that has received any consideration, and it is doubtful if he would have fared any better than others only for his acquaintance with a few cheap striped politicians. So much for Mr. Kimball's tender heart and inspiring love for his own position. Just think of the discharge of such men as Jones, after a service of twenty years, and yet an able man. True, he might be receiving a few cents a day more than another can be had for. If this be true economy I don't wonder at adverse legislation. Wisdom, like pure diamonds, is a rarity. Some pay as much for pastes, and the railroads are paying for a great many of them.

The necessity must be evident to all for the establishment of some plan to govern these things. The company is losing too much. What they lose the men must sooner or later pay for. One loss we never should have stood was the discharge of old McConnell. Perhaps Mr. Kimball will interest himself and do justice for justice sake. Bill the Swiller is yet in the employ; you bet it is great weather for schooners.

It is said Ed Dickinson has been tendered the position of president and manager of the Omaha Stock Yards Company. If I could say a word to Ed before he decides it would be, "Thy judgment is too valuable amongst mankind, waste it not upon the hog; stay with us and trust to the maturing generation being more grateful."

Civil liberty received a great shock in Chicago. While Judge Savage was on his way to Boston to attend the last annual meeting of the directors he and others were taking lunch at Chicago. No sooner had the Judge dropped his napkin than the hand of the law had him on suspicion. It took the combined eloquence of himself and friends to procure his release, preventing delay a serious blunder. It is such rough experiences that widens the path of man's views and imparts knowledge not to be had in the schools. With a trip across the continent in a box car, rustling for grub, the Judge would have a better insight into what the less fortunate have to contend with. Such knowledge would be valuable to a Judge or director. Many a *noble* man lost valuable hours of liberty because he had to travel without means, a tramp, to find employment to feed a family. There are many throughout this continent at the present hour that would forfeit some liberty for bread. The Judge's case is not so bad. Like the Irishman hanging, it is nothing when you're used to it, but for the years to come the Judge will have more respect for liberty.

The Burlington folks are going to establish a relief society for the benefit of their employes. Look out for rocks falling or turning into flour. It is not to be compulsory. What a change of heart! Pray for the wicked; it is the only way to get them out of the hog business. Amen.

C. P.

COAL CREEK, Colo., May 17, 1889.

Editor Magazine:

I desire a little of your space to say a word in praise of that grand old war horse and champion of labor's cause, Richard F. Trevellick, and to congratulate D. A. 82 on its choice in selecting so able an expounder of the doctrines of Knighthood. Brother Trevellick has been among us and pulled the wool from over the eyes of those who could not see before. On the 11th and 12th inst. he addressed a large gathering of people from Rockvale, Florence and Williamsburg at Odd Fellows Hall.

On both evenings the large hall was packed to its utmost capacity by a gathering of miners and business men, accompanied by their families. As an orator and sound logical reasoner I believe Brother Trevellick has no superior and but few equals. For two hours and thirty-five minutes each evening he held his audience spell bound by the great force of his earnest eloquence and depth of reasoning. The people appeared hungry for the knowledge they were receiving, and at the conclusion of Sunday evening's lecture appeared loth to retire, remaining as they did sitting like so many statutes, patiently waiting to hear more.

Brother Trevellick exercises a power and influence over an audience that very few speakers can boast of, combining as he does pleasure with instructions. He has sown the seeds of knowledge on the science of government in this mining camp, which have already taken deep root and which will in time to come produce a harvest that will be forever beneficial. His illustrations showing the unjust laws created by our Government were so clear and forcible as to be easily understood by the smallest child in the audience, and especially is this the case in his arguments showing the unjust laws relating to land and money. "In both cases," said the speaker, "industry is taxed to support idleness. The men who cultivate the soil are taxed for so doing, and the man who holds thousands of acres of land in idleness for speculative purposes, who contribute nothing to the support of the Government, is allowed to go untaxed, and even to hold in idleness the gift of God to man, the only means by which man is enabled to utilize his labor for productive purposes. And on the other hand individuals who by the laws of our country are allowed to control the circulating medium, are robbing the producers and sucking the life blood of the nation by lending money at higher rates of interest than the increase of production over that of consumption will warrant.

To illustrate this argument Brother Trevellick called attention to the fact that the increase of production over that of consumption was only three per cent per annum, and stated that where the money changers were lending at rates of interest ranging from six to twenty-four per cent they were unjustly taking all the increase and a large proportion of the product that was necessary to supply the natural demand.

At the conclusion of his remarks Brother Trevellick advised the voters to read and study more; to spend less time in the saloons; to organize and study the science of Governments, so as to enable them to vote intelligently if they desired to abolish hard times forever from the land, showing them that by their carelessness in exercising their rights of suffrage they themselves had brought about the present condition of suffering and misery now prevailing throughout the whole United States; and that it remained for them to apply the remedies.

New life has already sprung into our Assembly, and we are receiving new applications for membership every day or two.

THOS. B. MANNING, M. W. 3716.

STOUT, Colo., May 20, 1889.

Editor Magazine:

Having failed to find any correspondence from this district in the last edition of your valuable Magazine, I hope you will find space for the publication of a few items of news in your next.

If I were to judge by the amount of rock of every description which is daily shipped from here, I should say the company was doing an unusually prosperous business. The quarries are ably managed by S. F. Rhoads, who a few weeks ago accepted the position of superintendent. The miniature army of "straw bosses" have been augmented by A. Linman, an individual prominent in the social circles of our somewhat isolated village. On account of the inclemency of the weather the men, thus far this month, have "put in" but very little time; they are happy in the prospects of good times the coming Summer. The paving cutters, most of whom are inexperienced in the business, discover that there is not a great fortune, as many of them expected, in cutting at forty cents a yard; however, most of them adhere to their job with dogged perseverance.

As usual, monotony characterizes the life led by the average citizen of this locality. Anything interesting is usually hailed with delight by our peaceful denizens. On the 30th of last month, the centennial of the inauguration of the immortal Washington as President of the United States, it was evident there was no lack of the expression of patriotic sentiment here; the glorious Star Spangled Banner floated proudly in the breeze; many a tale was told of the "Father of his Country;" the few hardy Finlander, even, imbibed the sentiment of the occasion; enthusiasm reigned supreme. We were sadly disappointed in our expectation of a philippic from a local genius, who, though no Greek, is nevertheless the Zenophon of our town.

It is with pleasure I write of the growing sentiment in favor of athletic sports, which is being manifested here. Charley Robertshaw constitutes the soul of this feeling. With little regard for pecuniary loss he has purchased an outfit of baseball articles. A few games have been played. Charley has had much difficulty in initiating a lot of sportive youths in the necessary sporting phraseology and rules of the popular game.

Everything here is favorable to the proper development of athletic prowess. The classic fare furnished by our accommodating boarding boss, cool and refreshing draughts of intoxicating beverages (there are three saloons in close proximity) are things not altogether to be despised by our promising athletes, while the swinging of thirty-pound sledges and the gentle loading of rubble will constitute sufficient training for muscular development.

Our town has gained enviable notoriety in another line of sport. Our head cook is the happy possessor of a valuable (?) horse, which in a race in Fort Collins a few days ago came out with first honors. So elated was he with such success that he decided to enter his equine wonder in a race to come off very soon in Denver. He has already departed for the Queen City, and the culinary department of our "hotel" will not, I hope, suffer in his absence.

A somewhat peculiar incident took place here a few days ago. After a few weeks' absence one Markham, who had held the unenviable position of water boss, returned here to work. No sooner had he made his appearance at the dinner table, on the day of his arrival, than a volley of what appeared to me to derisive cheers, stamping of feet and general uproar greeted him. He surveyed the whole situation with a sickly smile. This conduct was, indeed, enough to try the equinimity of an ordinary man. It may be properly said of this ill-used, "Mens aequa in arduis." Your unfortunate correspondent could not well understand the meaning of this somewhat unusual demonstration, which was, to my untutored mind, an evident infraction of etiquette, but many winked knowingly.

It is with feelings of heartfelt sorrow I have to chronicle the death of an estimable neighbor, Pat Golden. After a lingering illness, consumption, the "King of Terrors" saw fit to cut asunder the slender thread of life and claim him as his own. Deceased, who was a middle aged man, leaves a wife and quite a number of children to mourn his untimely end. A large number of citizens turned out to pay the last sad respects to the memory of one who had been highly respected by all classes. Burial took place at Fort Collins.

A few days ago a corpulent individual, claiming to represent an insurance company, made his appearance here. He made a thorough effort to have the lives and limbs of our citizens "insured" against any possible danger. He eloquently set forth the advantages of a policy in the company he represented. The most of the quarrymen looked upon him and his mechanical explanation with suspicion, if not with disgust. He, however, caught on to a few and went away a sadder if not a wiser man.

The efficient foreman of the North Quarry, Sam Earle, has "rounded up" this locality in the collection of road tax. He has made a success of his public duty so far. This debt has been reduced to half what it was last year. Possibly this fact may account for the almost spontaneous manner in which the "boys' paid their dues. There is a peculiar contrast between the manner in which Sam was received and the way in which the bucolic individual who, last Summer, upon several visits of this nature, was so unmercifully guyed, that his reception moved my compassionate heart.

Offering an humble apology for intruding so much on your valuable space, I am

Yours truly, SUMMUS MONS.

POCATELLO, Idaho, May 22, 1889.

Editor Magazine:

Railroad business on the Idaho division is picking up of late.

Several engines are undergoing general repairs and in order to keep up running repairs considerable overtime is made.

Thomas L. Kimball, General Manager; G. M. Cummings, Assistant General Manager, and W. H. Holcolmb, Vice-President, came in from the north today and passed west on the Oregon Short Line. EMPLOYE.

BROOKVILLE, Kansas, May 10, 1888.

Editor Magazine:

Feberation is receiving practical attention at this place. Recent events occurring indicate the necessity of continued and ever increasing vigilance upon the part of all persons engaged in railroad and other service. Federation of all orders of labor organizations whose purposes are identical and their harmony of action in all important events are greatly desired. And federation is greatly desired; it is, as you say, only a question of time when the interests of all railroad employes will be looked after by feberal boards representing all the organized men.

A well attended union meeting of all orders of labor organizations whose purposes are identical was held at this place May 6th. Considerable interest was manifested, and matters of importance to our brotherhoods were intelligently discussed. L. A. No. 59, Ellsworth, Kansas, and L. A. No. 2932, Ellis, Kansas, was represented. The heavy gales which have prevailed in this vicinity at the time kept a great many away from the the meeting.

One of the heaviest and steadiest winds ever known in this section prevailed Monday and Monday night, May 6th, culminating in rain at about 8 o'clock. We hear of cyclones in various parts of the state, several small buildings were blown over in this city. No other damage has been reported.

Brookville was located in 1869. Its site was selected by the Union Pacific Railway Company on account of its favorable location for a division and machine shops. It is 200 miles west of Kansas City and is the terminus of the Kaw Valley and Smoky Hill divisions of the U. P. Ry. Is in the western part of Salina county, 15 miles west of Salina, the county seat. It is within 50 miles of the center of the United States, and has a population of about 1,000.

For the past 10 years the round house and

division of the U. P. Ry. at this place have been moving from here to Salina, Kansas, but they are just as firmly fixed at Brookville today as they were then, and are going to stay here, much to the discomfort of the newspaper men of our sister city, Salina. We are going to make this city at some future time one of the most prominent towns on the Union Pacific lines. In order to secure the above we work together, we cooperate and help one another. We have good prospects and are watching and waiting for something to turn up in our favor that will far exceed anything that we have yet realized.

My best wishes are that the amalgamation of all branches of organized labor may check the spread of the common ulcer—monopoly.

3064.

NORTH PLATTE, Neb., May 22, 1889.

Editor Magazine:

The month drawing to a close has been uneventful indeed, if we except the visit to this city of Brother Richard F. Trevellick. He lectured in the Opera House Sunday afternoon to a large audience, and such a lecture. Some of our citizens capable of judging declare it was the best lecture ever delivered in this city, irrespective of men or subjects. He again lectured to a crowded house on Monday evening, the 20th, speaking for over two hours, after which he met with the members of the Order and gave us much needed instructions in the signs and symbols of the craft as well as lots of wholesome advice. The jolly old tar was in fine spirits, and his hearty "How are you, my boy," made every one his friend. He left here with the best wishes of all he came in contact with, and, as an outsider expressed it, if the Knights of Labor ever let the jolly old captain want for anything in his declining years they deserve to perish from the face of the earth. A committee was appointed to draw up resolutions of congratulation and respect for him, and I presume they will be forwarded to you. He set men to thinking that never thought before. Every word was an idea, and never have I heard a lecture that contained more practical thoughts and suggestions. Long may he live, is our earnest wish.

In the shops things are quiet. We lost a good man and Laramie has gained one by the transfer of John Owen, the boss boiler maker, to that place. We were taken by surprise by the change, but his shopmates got together to bid him goodbye, and incidentally presented him with a handsome gold chain and locket as a token of the respect and esteem in which we held him, and seldom has a presentation been made with such hearty good will.

The familiar "all aboard" of Major Woodhurst as the trains pull out will now be missed. Retrenchment did it. All the starch was taken out of the "cons" by the way the Major did it, and we all feel the loss and deplore the necessity that compelled his dismissal.

We are doing nicely, but have but little news, yet hope for more later "ON."

ELLIS, Kan., May 19, 1889.

Editor Magazine:

I have been looking over the May number, and as I do not see anything from Ellis concluded to send in a few items.

Business is dull here, but from what I learn from travelers on the road should judge was as good, if not a little better, than the general run. We have a slow but steady growth, and think it will continue at least as long as the U. P. has control of the road here.

The creamery is running full time and gives pretty good satisfaction.

The mill is running short time on account of wheat coming in slow. Not much old wheat in the country but have good prospects for the new crop.

Charles Hesse has just platted out about fifty lots on what was the Shepherd farm, west of town. They are well improved, a part of them having cottonwood trees about fifteen years old on the front. He also has a good house, barn and corrals, including a nice orchard, containing about four acres. They are for sale.

The disputed half section line between Clodfelter and Hesse still remains unsettled, but as Mr. Hesse has filed an appeal to the survey it is likely something will be done soon.

We had quite a heavy rain and storm on the 10th of May, which makes the farmers happy, as it was needed. The lightning struck Elmer Gifford's house at the chimney and run down, almost ruining the heating stove, and struck the floor where Mr. G. and wife had been sitting not more than two minutes before and had just stepped in another room. They were both struck to the floor, and it was about ten minutes before Mrs. G. came to life again. The damage to the house was about $75. This was the third narrow escape Mr. G. has had from lightning.

Business on the road has been pretty dull, but is picking up a little. The shops have been working short time since the 15th of April, eight hours per day and five on Saturday. There is plenty of work, and everything seems to be running along smoothly. Mr. J. C. Munro, who took Mr. A. B. Keagg's place as District foreman the 9th of April, seems inclined to do what is right by the men, and if he continues so we believe the men will do what is right by him.

Engine 703 came up from Armstrong a few days ago and went on West, after getting some work done. Engineer Chapman and Fireman Ball took her West and brought back Engine 421 for a few repairs.

Engines 737 and 784 came out of the shop lately. The 737 went west to take the place of Engine 741. She is on blocks in the round house. Engine 354 has been standing in the round house shop for some time and is now quite rusty enough to scrape, yet she has been moved in the back shop to make room for Engine 736, and the 741 took the place of Engine 784 in the shop. Both in for general repairs.

Engine 790 played out at Hays City a few days since on account of bad flues. She got a brand new set, and is on the road again.

Engine 613 came in on 202 the other morning. On one side she broke an eccentric at or a little west of Colyer, and came in only forty minutes late. She has taken her run again. The yard engine was in for a few repairs lately.

Our stationary engineer, William Bosley, who has been down sick for about six weeks, is getting around again and will commence work in a few days.

Local Assembly 2932, K. of L., is in a flourishing condition. We have as nice an assembly room as one could wish to step into, and have a very good turn out every week. Our F. S. is a rustler, and he tells me will bring in at least 110 to 120 members in good standing the last of this quarter.

Have heard of Brother Trevellick and would like to see and hear him speak. Think he would have a hearty welcome should he come down this way.

I must close or you will think I am trying to run the Magazine. Respectfully yours,

ALEX.

SALINA, Kansas, May 15, 1889.

Editor Magazine:

Since my last matters have not changed, to say the least of the Oklahoma boom excepted. The prospect of a bountiful crop is almost assured. We have had plenty of rain, and in fact quite heavy rains, so that the bottom lands surrounding in this vicinity were to a great extent under water, really more water than some of my great prohibition friends liked.

Well, the Oklahoma boom has come and gone. There is quite a good number of our citizens there doing business, and doing good for themselves, but gradually one by one returns, either busted or nearly so. Several members of our local assembly are there, but not to stay.

Work in general is still quiet here, and it is expected to continue until harvest begins.

There were several washouts on all the lines running in here and caused delays of trains, but as usual the U. P. is in the lead, and trains are as regular as before.

Now for the weeding. Plenty of men join our noble Order for benefits alone. Now, how can a man of common sense join any organization and say for instance pays $1, $2 $3 or $5 initiation fee and 25 cents per month dues, expect a benefit of $5 or more per week? If all working men would use a little of what the Supreme Ruler has provided each human with, and that is brain, no such great misunderstanding could exist. The organization is no lazy man's institution, but the principles are pure and should be kept so, but through experience we find men of all classes thinking nought of a solemn obligation, only to join from unworthy motives. The principles of the founders of our noble Order prohibits lawyers, bankers, gamblers, etc. Doctors should also be excluded, but now and then one gets in, and it is hard to get these unworthy individuals out. So it is the same with unworthy mechanics and laboring men.

Now the way we did was to dissolve and reorganize in one and the same night. When the semi-annual is changed give an unworthy Knight a chance, and in a short time he will commit himself to such an extent as to cause reason for charges in more than one way to be brought. The Carbon local assembly has proven all about doctors, etc.

Our local assembly is small now but sure and conservative. One by one we have lifted out. Better to have twelve good Knights of Labor who advocate the true principles and stick through thick and thin than to have a local of 300 members with 288 unworthy members. This is my opinion of weeding, and I hope after Brother Travellick has been here to note a larger and good number of our local assembly. Hoping the brothers along the whole line will answer to this so we can prepare some better plan at the next D. A. meeting. With best wishes, I remain as ever. 3005.

THE DALLES, Oregon, May 17, 1889.

Editor Magazine:

Seeing nothing for quite a while in your valuable Magazine from the growing city of The Dalles, I have concluded to forward you a few jottings from this locality.

There is a large immigration coming into Oregon and Washington, and while our portion of the state has not received a very large increase, we, nevertheless, feel its effects in various ways as is evidenced by a lively exchange of real estate at enhanced values, and the greatest activity in building seen here for many years.

Not least among the items worth mentioning in connection with the growth and fair name of our progressive little city with its 4,000 inhabitants, its schools and its churches, is the fact that we have a live go-ahead assembly of the K. of L., presided over by an intelligent, energetic, and pains-taking Master Workman, who is giving most excellent satisfaction. He is a thorough gentleman, a good mechanic, a man of fair means, gained by honest toil, and is pre-eminately "the right man in the right place."

The O R. & N. Co.'s shops are located in this city. J. Evans, the present master mechanic, is not very popular with the employes. He very seldom goes through the shops, and when he does go, he appears as "grim" and sour as an owl, and the boys feel that if, in the course of human events, anything should happen to render the necessity of his stay short in this vicinity they could cheerfully bid him a long adeau and God speed for other fields of usefulness.

Recently the working hours were cut down here from ten to eight, with a corresponding decrease in wages. This is a pet scheme engineered by the Master Mechanic and his "handy man," one Simon Frazier foreman in the carpenter shop, to reduce expenses and make a fine showing temporarily for the company. In the meantime the work is accumulating in the shops, and to further show the true inwardness of the plan, they are gradually laying off skilled workmen, and trying to replace them with common laborers, or those having a very limited knowledge of their business, at $2.00 per day.

This man Frazier has also been in the habit of shutting down the planing mill three days of each week to save fuel and thus economize (?) for the company, leaving the carpenters to the slow and tedious process of doing their work by hand. In short, he is a brilliant success, after a fashion, possessing numerous "winning ways" to make the boys dislike him—constantly keeping himself in a stew, and wearing out more shoe leather—and accomplishing less—than any *genus homo* on this side of the Rocky Mountains. He was so unfortunate a short time since as to have a part of his ranch near Hood River "jumped" by a "tenderfoot," and we think the best thing the company can do, if they have any regard for the feelings of their employes or their own interests, is to permit "Simon" to quietly retire on the remainder of that celebrated ranch where he can have a golden opportunity, as well as an ample field, in which to employ his surplus energies, and where, in seclusion, far away from the turmoil and strife of life, he might possibly learn some of the ordinary rules of politeness and courtesy. Smart as he thinks himself, and necessary as he may imagine his services are to the railroad company, he may yet find that this great world will move on just the same, long after his highness ceases to grace the position of foreman in the carpenter shop.

H. N. Webber, our former Master Machanic, who retired about a year ago, has lately returned. His many friends are glad to see his genial face again, and it is hoped and believed that he will be restored to his old position.

Give us a change all around, and "let us have peace."

There is much more going on here, which will be shown up later. T.

SHOSHONE, Idaho, May 20, 1889.

Editor Magazine:

The principal topic of conversation during the past month has been the constitutional convention; and by the time this number of the Magazine is issued the delegates who are to frame the constitution of our prospective State will have been selected. While the proclamation of Governor Stevenson called for an election, and the subsequent call of Governor Shoup recommended the same, it was thought best by some of the politicians of the Territory to avoid the expense of an election, and let the Central Committees of both political parties choose the delegates.

As this would not give working men much chance to be represented in the convention, we have tried to secure an election. The County Commissioners, whose duty it is to call an election, object on account of "expense." A mass meeting of the citizens was held, and it was decided to issue a call for an election, and the expense of the same will be borne by the several precincts in which an election is held. Posters will be sent to different places notifying them of the election and asking them to select delegates.

We have been working eight hours for some time now, and the majority of the men are getting accustomed to it and would not care to change to ten hours again.

Our Magazine agent, Brother Shepherd, is feeling justly proud over his success in getting first prize for the largest number of renewals. As this is not a very large town the result was both unexpected and gratifying. If some of the larger places had as good a rustler for an agent as Brother Shepherd, he would have stood no show at all.

Brother Trevellick stopped over here on his return from the West and gave us a talk on the financial question. As he thoroughly understands the question, and knows how to make an audience understand him, his lecture was appreciated.

An effort is being made to organize a Labor party. A temporary Territorial Committee has been appointed, and invitations have been sent to different parts of the Territory, asking the working men to co-operate with us in forming the same. Several counties have responded favorably, and as the working men are getting tired of the actions of both the old political parties, and hope for no favorable legislation through them, the success of the new Labor party is almost assured. 3810.

EVANSTON, Wyo., May 20, 1889.

Editor Magazine:

I am under the impression that a few lines from an old U. P. employe might do good. It should be our duty that when we see a wrong or some of our brothers or shopmates being imposed upon by some person who has got very poor judgment and very little common sense. The old sayings are, "When tyrants reign the people mourn," or "Put a poor man on a horse and he will ride to the old nick."

Well, I am sorry to tell you that we have got one here, and you will think so when I tell you about him. He is all the time jumping somebody about the work or staying home sick. I am informed that an engineer who had been out on the road and just come in tired out and needing rest reported some work to be done on his engine, when this man, if you can call him a man, who is acting as a foreman in the shops here, jumped on him like a dog and asked him why he could not do that work on his engine. He said that they would have to do it if they worked on the road back East where he used to work. All the boys wish he was back there again.

Do not be a bit surprised if you get a bushel of letters like this, for all the men and boys in all departments are tired and disgusted with this man Pat Murray as foreman. If you walk through the shops you will see a gang of men standing talking together. "What's the matter, men?" "Oh, Pat Murray is jumping some of the boys again," and that is the way it goes from Monday morning till Saturday at noon. He is all the time sneaking about trying to catch on to make trouble. His name is becoming a stink in the nostrils of all the employes.

Some of the men think it would be a good plan to ride him on a rail or tar and feather him.

That might do him good. I think it would be advisable for him to go back to his old job, that is to look after the water tanks, but not to do it for $10 less per month than the other man, as he did before.

There is a young man helping the machinists in the round house from the coal heavers' gang at $1.75 for ten hours. This Pat Murray put him to filing brasses and to do all the machine work he could for $1.75 per day. I heard that the caller asked this young man that was doing machinist work who put him to do it, and he said Murray. The next day Pat Murray jumped the caller and demanded of him what business it was of his who put that man to do machinist work for $1.75 per day, and if he did not like it knew what to do. He said: "We (or the company) do not ask you what we shall put men to do." The caller told him it was no credit to him to put a coal heaver in the round house to do machinist work for $1.75 per day.

That's the kind of a man he is. He will bulldose and use bad language to the men all the week and then go to church on Sundays.

EV.

ARMSTRONG, Kansas, May 22, 1889.

Editor Magazine:

One of the most sensational and tragical events occurred in Wyandott on the 11th of May, the parallel of which is not found in the annals of crime, on account of its atrociousness and the intrepid manner in which it was executed. In Justice J. D. Lewis' court room in the above city James Smith, accused of burglary, sat by a table just behind detective J. W. Gilley of the Metrapolitan police force of Kansas City Kansas. The sheen of a keen-edged Barlow penknife, the blade of which was about two and a half inches long, glittered in the sunlight in the right hand of Smith; suddenly Smith leaned forward and with his right hand forced the keen blade through the detective's throat, making a wound twelve inches long and three inches deep, severing all the muscles, gashing the jugular vein and laying bare the caroted artery. Though mortally wounded the detective arose to his feet, supporting himself against one of the desks, drew his revolver, and sent four bullets into the body of his slayer, who was endeavoring to make his escape. Other officers fired on the now wounded and dead burglar, as he fell to the floor a dead man. Gilley's wound was dressed by physicians but he died 48 hours afterwards in excruciating pain. All this happened in a crowded court room on the principal street in Wyandott where escape was impossible for Smith. He must have had great animosity against Gilley. It was premeditated, for Smith remarked to the jailor when the officers were removing him to the court house for preliminary examination that he would never see him alive again. Inside of half an hour after the dreadful occurance there were about a thousand people of both sexes and of all nations and of different hues. They were a jumbled heteroganeous mass of humanity, each watching with morpid curiosity to catch a sight of the forms of the participants of the bloody drama already performed. There was never such excitement in Wyandott since the days of the "Red Legs" and "Jay Hawkers" time. Smith was a Chicago cook and came here about five years ago. J. W. Gilley was a detective for a number of years on the police force of Kansas City, Kansas, and had a great many enemies among all classes.

Railroad news is devoid of much interest this month. Every department in the shops here is on short time—45 hours a week. On the 11th of May some of the foremen that were paid by the day were given order sthat their services were not wanted in the shops on Saturday afternoon, and on the 18th of May they were notified to go home with the rest of the men during the other five days.

James Howell, for the last twenty years pattern maker here, was given to understand that he would have to go to work in the coach shop at reduced pay, so he quit the employ of the company and got s good position at the Key Stone Iron Works, a contract shop.

The door leading to the pattern shop was nailed up. The draughtman was changed from here to Omaha and the office closed to further use. Men are leaving all departments whenever they can find more renumerative employment elsewhere.

The Kansas City, Fort Scott and Gulf shops are working ten hours a day and all the contract shops in the City of Kansas, Missouri, are working full time and full handed. The Missouri Pacific shops are working nine hours straight during the week. The packing houses are working minimum time and reduced forces. There is no cutting of wages in either of the two cities except in a few instances, though there are great numbers of men going around idle on the streets every day that cannot find emyloyment of any kind or at any price.

The weather here is cool for this season of the year, with heavy rains at intervals. On the 17th three inches of rain fell in twelve hours, doing considerable damsge to property.

Dan. Gibson resigned his position as foreman over the repairing and cleaning of passenger coaches and resumed his old place on the Pullman coaches as conductor, running between here and Denver. Jake Frish takes his place in the coach yard. That makes a change of five foremen inside of a few years in the coach cleaning and repairing department. There must be something wrong with the higher officials. With one exception all were sober and capable men.

Frank Byrnes has served his six months in the drafting room and has resumed his place among the men once more as a full-fledged machinist and should be treated accordingly.

The monthly-paid foremen in the different departments of the shops here are drawing full pay and are retained in the shops during ten hours a day. The clerical force, too, draws full pay. Anything but a horny-handed workman, even the gilleys around the offices make full

time. This short work and cutting of wages by the different railroad companies and other corporations should be discussed by the workmen all over the United States in a fair and candid manner, to see and know for themselves what is the real cause of the present stagnation of business and work. AU BOUT DE SON.

DENVER, Colo., May 25, 1889.

Editor Magazine:

This month has been one of interest to the Knights of Denver. On May 8th L. A. 3218 celebrated its fifth anniversary in a fitting manner. Richard F. Trevellick delivered the address. As most of the men in the District have had the pleasure of hearing him it is needless to describe it. It was fine. Mrs. L. M. Barry came on from the east as per her promise ten days before, and was present, but that night merely introduced herself to the audience. She gave the information that she would speak there the following night, and she did, to a fairly good house, in spite of the fact that the worst storm of the season was raging at the time.

If Trevellick has history at his tongue's end, Mrs. Barry has every day events—the barbarities of our own times, that which is making foul pages of history—and she has tne power to present them in a way that reaches the hearts of all —to stir each to a sense of his or her duties. She talks straight to the point and shows that she means all she says.

On the eve of the tenth both Mrs. Barry and Trevellick spoke at a joint meeting of the Denver assemblies. Mrs. Barry's words to the members on what their duties are will never be forgotten by many. The hypocritical members got a scorching that was deserving when she said. "Expel the one who would send up his monthly dues." She followed it with reasons why. They were conclusive.

Sunday, the 12th, she spoke on the relations of temperance to the labor question and the sanctimonious class that pray for reform were shown that that would not accomplish it—that work at the cause of intemperance and not its effects was needed. That if the churches would imitate the Knights of Labor and bar the whiskey dealer and those who profit from its sale from their membership and most especially their front pews they would make a practical move.

On the 13th Mrs. Barry spoke to women only, and on the 20th organized a women's assembly. She visited L. A. 3218 on the eve of the 22d and the members had arranged a surprise for her. They presented her with a souvenir in the shape of the seal of the order, set with Colorado gems, the letters of silver, and a pentegon plate of gold, with engraved words "Presented by Denver Knights of Labor"—the whole being twelve inches in diameter.

At 1 o'clock on the 23d she left for the east, a large delegation from the shops and other friends being present to bid her *bon voyage*, Mr. Egan, *the M. M., giving permission* to all who wished *to leave work for the* purpose, to make up the *time lost that night.*

My last letter caused some parties around the shops to get on their ear. I will refer to that class in my next letter.

The South Park boys are uneasy. The court has ordered the road sold next week and many of them are wondering if they are to be sold with it.

Thos. Percell, the blacksmith at the South Park who lost an eye some time ago, is so he can be around and is acting foreman at the South Park blacksmith shop, Walter Conway, the regular foreman, taking a vacation.

There is plenty of work to do around the shops but little of it being done.

Supt. Choats' special car is being renovated and the work on it is being rushed along.

The number of idle men seems to be on the increase at Denver. The building trades, however, are still brisk.

The "cons" have been thick around town this month. The "Q" brought most of them in three specials of eleven Pullmans each. They evidently are not in favor of a "Q" boycott. Wonder if they would be if it ordered a 20 per cent reduction on conductors. TIM.

RESOLUTIONS.

WHEREAS, Brother R. F. Trevellick delivered a lecture on the nights of the 16th and 17th inst., filling a long felt want and giving great pleasure and entire satisfaction to a large and appreciative audience (our only regret is that the Knights of Labor has not more of such advocates in the field to champion the noble cause), therefore, be it

Resolved, That we fully endorse Brother Trevellick and wish him God speed in his noble work, and we earnestly hope, God permitting, that he may long continue in the noble field to which he is devoting his life.

WM. HARVEY,
M. T. CORCORAN, } Committee.
R. WILSON,

CHEYENNE, Wyo., May 19, 1889.

Laziness grows on people.
Let us ever glory in something.
Experience keeps a dear school.
To all mortals is given a tongue.
Contraction animates conversation.
Let us beware of losing our enthusiasm.
He who eats the meat let him pick the bone.
Don't give advice, unless you wish to be hurt.
Man's honor wears armor, and carries a mace.
Man is an enigma from his birth to his death.
Only when society is established can wrong exist.
Dogs wag their tails not so much at you as at their bread.
It is the duty of every person to do some good in the world.
Well doing, however rough and thorny at first, surely leads to pleasant places.
Wrong doing is a road that may open fair, but it leads to trouble and danger.
Brood not upon misfortunes. If you must take the bitter pills do not chew them.

UNION PACIFIC EMPLOYES' MAGAZINE.

VOL. V. JULY, 1889. No. 6.

CITIZENSHIP.

When Rome was in her glory it was a proud man who could say, "I am a Roman citizen." It gave him recognition wherever he might be. All persons who lived under the Roman government could not reach that distinction; there was discrimination. A man had to possess certain qualifications, and those qualifications were not purely manly ones.

If a Roman was proud of his citizenship how much more so should be the citizens of the United States where neither race, color, belief, or condition of servitude bars the honest man. Its government is founded on the principle that all have equal rights; it involves on all equal duties. The principle most citizens wish to see maintained, and any infringement of it is followed by loud complaint, but the demand for the performance of equal duties gets quite the reverse. But no one can expect the first without he performs the last to the full extent of his strength and ability. Too few look at citizenship in that light. A few are now managing the public affairs. They do it with the implied consent of the many. They find profit in it. They are willing to continue and the rest are apparently willing they should but no one can lay claim to be a true citizen and believe that any such condition is right. Equal *rights exist only* in theory under such conditions, long continued and the theory will also be eliminated. Equal duties must be performed or equal rights will not be had.

July Fourth will see the average American citizen having a jolly good time. Why at that peculiar time? "Because it is the anniversary of the Declaration of Indipendence of the American colonies," the intelligent will say; but it will be found by asking that all who claim citizenship and exercise a voice in the affairs of goverment do not know that. All men in the colonies who believed in the righteousness of the Declaration became citizens of the newly formed government, but a duty involved on all to defend that Declaration and on all who have since by birth or naturalization to maintain it. How few know the extent of this obligation or what the original Fourth of July celebration really signified. Many men claim citizenship without a thought of what goes with it. It cost them nothing and they value it accordingly.

Comparatively few have ever read the constitution, that document that has been designed as the most sublime production of the human brain. Many are satisfied that some have studied it, but why should one citizen more than another? It is so simple and comprehensive in its text that the belief that it would not be understood is no excuse. The study

it may not make all men better and more active citizens, though it will certainly help, but the fact that so many have never given it a thought is evidence of the carelessness with which they carry their citizenship.

On another page of this issue we print the first articles and will complete it in succeeding issues. We hope that every reader of the magazine will familiarize him or herself with every section of it. The humblest citizens can and should be.

The one who is truly proud of his citizenship will be ever on the alert to use his powers to further just actions and prevent any act to be done in the name of his government, be it town, county, state, or national, that he would be ashamed of. Such a citizen would never be a vote seller or buyer, bribe taker or giver, through all of which corruption in government affairs have been made possible. The extent that corruption reaches reflects the extent that the masses have disregarded the proper use of their rights as citizens and the lack of pride in it. The custom and usuages of a people can never be better than the people make them. If they change the people must change first.

Our government, which declares that all have equal rights, gives to each male citizen equal voice in government affairs, which is as far as governments can go to insure to each citizen equal consideration. The ballot of any counts as big as the greatest, counts as the voice of the voter, but does not thousands of these count for what they are not, cast by those who regard the bribe of another of more value than their citizenship, a bribe either of friendship, money, promise of appointment to a lucrative position or fear of losing their present position through causing the displeasure of a boss; are not bemudded brains led to cast it because the one who asked them to was a jolly good fellow? All of which is witnessed at the polls at any election and increasing at an alarming extent. Seeing it makes true citizens feel belittled, his vote offset by one who does not know what citizenship means and cares less.

When the duty that falls on citizens is more generally understood those millionaire candidates for the United States Senate will not be able to prove their boast that they can buy all the votes of the workingmen that they wish. Men can then truly say with pride, "I am an American citizen."

CAN CORPORATIONS BE JUST?

The present is an age when the business and industrial affairs are carried on in the name of corporations rather than individuals. Complaints against the acts of corporations are multiplying. There appears to be little redress. No one appears to shoulder the responsibilities. The individual screens behind the corporation's name; "the company does it," but who is the company? It does things like individuals but gets rid of the responsibility, and it raises grave doubts whether corporations can be just.

A complaint is made to an agent of the company in the capacity, perhaps, of superintendent, he refers you to the general superintendent, again he sends you to the general manager, from there to the vice-president, president and finally to the board of directors, no responsible party is found. The directors cannot be convicted of any acts or causes for complaint, but they say we will see what we can do, which means generally nothing.

Fear of punishment has much to do with man's acts toward man. A conscience tells him when he commits wrong. There is a con-

centration of responsibility in the individual and a power within that guides which it is impossible for a corporation to possess.

To punish an individual connected with a corporation has no effect on the remainder, it is like punishing a citizen of a nation for the acts of his government. Governments are held within bounds by fear of war. The only way a nation can be punished is the destruction of its citizens, property and the payment of indemnity. What little that is just, that emanates from corporations to a greater or less extent, comes from similar fears, losses are dreaded.

There is no conscience to dictate their acts, moral or unwritten laws are unknown; nothing but gain or loss interests it. As losses by shot and shell have taught nations to halt at or near certain lines, so has the losses from concentrated attacks on corporations taught them caution. The use of caution is seen but the dispenser of it one cannot be sure of.

No people of a state, county, city or town would have received the least consideration but for the effects their concentrated power has on the profits and losses. No body of workmen would have been recognized as worthy of consideration by their incorporated employers if their combined strength had never effected their exchequer. Take away that power from them and the corrective influence is gone, and that power can be created only by combinations of individuals for the common defense. It is impossible for the individual to be dealt justly with at all times acting alone.

A man, who has been a faithful employe of a corporation for years, a part of that time acting in an official capacity, writes us that he feels that he has not been treated right; they have reduced his pay and have put more work onto him. When the company wanted some work rushed through in an emergency that would be greatly to the company's interest this man has been a valuable one for them. He has done all in his power to aid them and now wonders that he is treated just the same as one who had worked against them all the time. What does a company know about a man? It has no memory. Those who were the mouth pieces for the company when this man proved his faithfulness are gone; they were paid for what they done for the company in the shape of a large salary, the company did not ask the humbler man to do anything extra or better than others, it has no power to remember good acts. It was their mouth piece that did it and the moral debts they contracted is nothing to it. The removal of agents cancels the debt morally theirs. New agents do not know anything about the past record of men they find employed when they take charge and care less. Every one is the same to them. They are not supposed to know that one has been a faithful man. Everything they find under their charge is material that must be used as a means to an end and that end is good return for the money invested. Justice is not always the result. It is the exception rather than the rule. What possibility is there of ever changing this?

When new officials take charge all men are on the same footing. There is a new beginning. Our correspondent has a plain case of injustice but evidently he will have to grin and bear it. Does not such conditions tend to make men the reverse of what they should be? Do not men see that there is no use of putting themselves out any or doing more than they are compelled to? Does it not demoralize men? There is no one to appeal to for no one shoul-

is a good family paper. It has advantages the rag don't enjoy, more pictures and a circulation. I would advise all having a kick coming to bring along a large sized white mule under their wing to the writer. I must say both time and space forbids my advertising the editor's shape or patent rag, having no use for the soft soap of the trio of R. R. R. Give us something original, but for the sake of modesty, don't blackmail subscribers because they request you to stop sending the rag. Please send in your bill and insert this ad.: "I live on schooners, pap and free passes." Don't say anything about prohibition, they might want you. Don't get red-headed. This light will shine when the soaper rag will long have passed away away. Rats! C. P.

DENVER, Colo., June 24, 1889.

Editor Magazine:

No improvement in business since my last, and "Tim" has not received so much attention the past few weeks. It is queer how sensitive some people are, and how many different ones one is liable to offend if he refers to something that some people love to do, and at the same time are ashamed of. No man wants his failings referred to. He wants to go right along with them and be classed as O. K. just the same. To what extent some people would go if they did not fear the criticism of their fellows. One man will say it is right to fire one man out of the shop for being drunk, but not him under similar circumstances.

I understand that you were censured very much for my May letter. I suppose you are used to it, but to what a low condition of thought some people will sink in following their prejudices. One would be pleased to see the office of the Magazine burned out and another the editor killed. But in all moves for the good of the many such things will arise.

Three days celebration here Independence week. Wonder if the shops will shut down that long? The South Park is not sold yet, consequently not the employes.

Our Master Mechanic has been stopping at Omaha considerable of the time this month, supposedly to give the manager pointers as to how to get the best of the engineers. It appears to be a draw there at this writing.

Our Master Mechanic appears to be trying to gain the good will of the engineers and firemen locally by showing an interest in what is occupying their attention, but smiles do not always count.

From your correspondents one would judge that it is the general rule over the road to spend one dollar for patching up work when three-fourths the amount would put in new. Such a practice cannot help but revert on the employes in time.

The new city administration is trying to make *a showing* for reform. This is invariably the rule *of each administration.* The *Times* has switched *around, and is now* "bucking" the ex-Chief of *Police. A short time* before it urged his re-appointment. It looks very much as if there was a deep laid scheme in these moves, perhaps to try and boost some one into the better graces of Public Opinion. The public is learning by past experience to look below the surface. So are railroad employes, very slowly, though, judging from the traps they find themselves in often.

TIM.

Machinery in the United States does the work of 500,000,000 men.

All the engineers and firemen on the Lehigh Valley Railroad system are undergoing the color test.

The car works at Lima, Ohio, have shut down for want of orders, and 500 men have been thrown out of work.

The boilermakers refused the cut of ten per cent, and the Schenectady (N. Y.) locomotive works have shut down on its 1,000 hands.

In America a workman produces upon an average more than four tons of Bessemer steel per week. In England his product is but two and one-half tons.

Andrew Carnegie is in London getting up a dinner for Gladstone. Some of Carnegie's employes in this country are hungry for a dinner. Is this triumphant Democracy?

A machine that lays track gave satisfaction on the Northern Pacific, laying at the rate of two and a half miles of track per day, and twelve men doing the work of seventy-five by the old way.

Men should be counted for their moral and intellectual worth and not for their wealth. The monopoly of money cultivates aristocracy and brings caste into society. There can be no true democracy under our present monetary system. What we have is a miserable farce.—*New York Press.*

The *Irish World* says the eight-hour circular recently issued by the General Executive Board of the Knights of Labor has been enthusiastically received by the American Federation of Labor, and it will have the effect of drawing the two great labor organizations into closer relationship in the future.

A. W. Wright in his lecture in Detroit told a story about a certain employer who, upon being asked by his men to employ only union men, and having once belonged to a union himself and sympathizing with the cause, arranged his men in a circle and asked them how many union men they employed. Of course they answered they didn't employ any men at all. "O, yes you do," said the boss, "in fact you, being the consumers, employ almost all workingmen." He then proceeded to find out. He took off the hats of every one and failed to find a union label. He examined their shoes and clothing with a like result. He then said: "Boys, I am sorry to seen union labor unpopular amongst men calling themselves union men. If you will not employ organized labor you can hardly expect me to do it.

UNION PACIFIC EMPLOYES' MAGAZINE.

VOL. IV. AUGUST, 1889. No. 7.

DISRUPTING LABOR ORGANIZATIONS.

How to do this rapidly and cheaply appears to be occupying the attention of at least some of the corporation managers at the present time. A few are going about it openly and with their purposes publicly avowed. Others are trying different policies, from the secret undermining plan of creating dissentions in their ranks and pitting one against another, to that of trying to kill them with kindness or a combination of all. Respect can be had for an enemy but it is only for an open one.

Reports of the success of the Reading officials in disbanding 60,000 of their organized employes has been generally circulated the past month. It is evidently true. It is not the first time that organized men have been disorganized and on the Reading system at that, and there is a great deal more noise about the disorganization than there has ever been about the reorganization. Perhaps it is because the disorganizers support more trumpets and pay better for noise, but reorganization has followed the same in the past and will in all probability again. The fact that it has is a strong argument in their favor.

There is a great amount of labor and expense represented in the organization of a large body of men, which men would not expend if there *was not* an urgent need of it. The discovery of the need makes it possible. Likewise disorganization would not take place if the conditions favorable to such a move were not first created sufficient to overshadow the view of the need. In other words, the organized are made to lose sight of their real object by being led off on another track. This would not be possible if organization was perfect and this is just what has given the Reading officials their temporary success. We say temporary for the causes that led men to organize still remain—causes that human beings cannot always disregard. The usual effects will certainly result.

Any one in the least familiar with the history of the organization of the Reading employes can see that it was from its imperfections that the railroad officials were able to compel the men to leave it. A retreat has only been forced.

If those men and their fellows throughout the world can see this and profit by the experience, then inestimable good will result to them, for many of the same imperfections exist among the organizations on all railroad systems and all of them can easily be made to exist.

The employes of the Reading were all members of the Knights of Labor at the inauguration of the strike in December, 1887. A comparative few of these was goaded into an impromptu strike, only

about one-sixth of the railroad employes going out. This showed that there was a lack of discipline and a knowledge of the effectiveness of united action or the wastefulness of hasty action. Disaster resulted to these few partially because of their being so few in numbers and partially because members of another organization took advantage of the situation to establish themselves. The rest, who claimed membership in organization, became demoralized and the company had simply to ask them to renounce it and they did so. When they recover from the demoralizing effects the reaction will take place.

The organizations of those who came to the company's assistance, though with the idea that it was for their benefit, have since been killed by their kindness. They told what honorable men they were [See testimony of president Corbin before the congressional investigating committee complimentary to the Brotherhood of Locomotive Engineers] and they evidently believed it at the time.

A repetition of such events must be avoided if the interests of organized labor is promoted by the experience. One great lesson to learn from it is that a railroad company has no more love for one class of organized men than another.

F. P. Sargent, Grand Master of the Brotherhood of Firemen, evidently did not believe this when he wrote to A. A. McLeod, General Manager of the Reading system, April 27th, and said:

MY DEAR SIR:—I have been advised that the management of the Reading Railroad Company have informed the firemen in their service that they must withdraw from the Brotherhood of Locomotive Firemen or sever their connection with the company.

I am not prepared to believe this *report, and, from* my acquaintance with *the management,* cannot believe that it is *their wish to compel* men to act against their own interests or contrary to their own desires, so long as they are faithful servants of the company and work to its interests.

Not being aware of any time that the organization for which I am in a measure responsible has antagonized the Reading Company, I take the liberty of writing to you for information that I know will be positive and reliable.

Though the treatment that another organization received a year previous had given him pointers and an opportunity to learn; he must now thoroughly realize the facts when he read Mr. McLeod's reply, as follows:

In reply, I have to say, that in view of the action taken by the labor organizations during the last few years, we consider the Fireman's Brotherhood an organization which would, in an emergency, undertake to enforce its views upon a corporation by compelling its members as a body regardless of their individual interests and wishes, to abandon their duties without notice and leave their employers' and the public's business to its fate.

And all that can be done about it is to profit by the experience.

There is no use of the organizations tearing each other's hair out because some milk has been spilt but let all guard what is to the benefit of all and at least never allow it to be spilt in the same manner again.

We have no sympathy for any of the organizations that have been so vigorously kicked since the strike on the Reading for they have got only what they might have expected, and what can always be expected under like circumstances. The only question is, have they been kicked hard enough to remember it for all time, or must it be repeated to make them sure that they have been kicked just like other poor laboring mortals have been?

If the lesson has been learned from the strikes during the past eighteen months, then the disrupting of organized railroad men bids fair to be a very laborious process

in the future, for the time will have ended when the heels of one can be used to brain the other with. Selfishness will not lead men to ride over the rights of others in order than an extra large month's pay can be drawn. The members of one order will not hold back the members of another thinking they will benefit their own by so doing.

The *Locomotive Firemen's Magazine* is taking the right stand in this matter when it says:

> The fight is on. The alarm bell is sounded. Labor organizations may look facts square in the face. The dark shadows of coming events lie athwart the pathways of labor organizations. We would have all labor organizations federate for the welfare of labor, and especially would we have all organizations of railway employes federate to maintain their rights.

But it should not lay the disrupting success of the Reading officials so much to the consumate cussedness of its officials as to the ignorance and selfishness of those who serve in its employ. As devilish as they have been and as the congressional investigating committee's reports prove, they would not have succeeded if railroad men had not allowed a more devilish condition of things to exist among themselves.

A railroad company recognizes no aristocracy in labor. They may show favors to one more than to another, but it is for some other reason than love and for some other purpose than simply good will towards them. And now that we have all had sufficient evidence to prove this let us destroy every vistage of it among ourselves and guard the common rights and let the honors fall where they will.

Too much ground has already been lost by our own petty nonsense. Let us start now with the docket clear, remembering the lessons of the past but forgetting *the sores. All* have been disfigured some but none permenently disabled. Standing on such ground the indications are all that can be wished for.

Nor have the employing corporations anything to fear. They can afford to pay fair wages and it is to their interest to treat their employes as men should be, but they must understand that they are not paternal institutions and that paternal relief societies inaugurated and enforced by them are altogether out of place in a republic.

On another page we publish an extract from the Philadelphia *Record*, which briefly states how well the disbanding influence of the Reading company has resulted and the extent that the demoralization has reached when the company can collect a relief assessment of from seventy-five cents to four dollars per month. In it an employe is reported as saying, "The company since it has destroyed our organizations has adopted a concilitory policy which did not characterize its former dealings with us as members of labor organizations." This is undoubtedly true. It would be the natural course for it for a time. It is a sort of a weaning plan and it also acts to allay suspicion till the company can fortify itself better, for it wants to be sure that the mass of the men are perfectly docile and will quickly work out those who are not, just as it did those who did not take kindly to the relief association scheme. It is so extremely anxious that the men will be perfectly at their liberty to leave when they please and work for what wages they please. Great heads some officials have and they have plenty of chance to concoct schemes while the men are hammering away at work.

The anti-organization mandate has been extended to the Reading iron works.

Let all workmen remember that the Reading company is no worse than the majority of companies, that while they may act meek and with a smile now they will quickly change when they see they have the opportunity. It is best for the men to look pleasant but be ready to fight for their declared rights at an instant's notice. The last being true has a wonderful effect in keeping the smiling conditions up all around.

WANTED—NON-UNION MEN.

Such is often seen in the want columns of newspapers. Why is not a union man wanted? Because he is a *man* and the other is not. He has in his make up those elements that raise him above the brute, which causes him to think, to desire, to know that he has certain inalienable rights, and those same elements that enter his manhood show him that it is duty to try and maintain those rights.

The one that prefers the non-union man intends to infringe on humanity's rights, and wishes to make sure that he will not be checked. No other desire can be attributed to him.

Those who have these elements of manhood in them know also the weakness of the individual as against the powers that now exist, and knows that if human rights are to be recognized it must be through the combined strength of the many acting to sustain a common purpose.

Non-union men are wanted because desiring less of human pleasures they will work for less and submit to more oppression. The man that answers such an advertisement and honestly says that he is a non-union man, if he has even one spark of manhood, hates himself and is despised by the one employing him and the rest of mankind. Just as the spy, informer and deserter is hated by both sides in any conflict.

Men have been compelled through force of circumstances to surrender at times, but they do not have to surrender their thoughts, and do not. "They are of the same opinion still." The absolute need of employment has compelled men to forswear their manhood, but no law, either moral or civil, demands of a man the recognition of such a declaration. The manly spirit may be smothered for a time, but it surely will break forth in time with increased intensity. Such men are not non-union men, but those are that prefer to acknowledge their servile condition, kissing the hand of their master and cry out "Thy will is my law," who eat of the fruit that others have gathered, enjoying the benefits arising from the combined efforts of others, seeking every opportunity to pull down others in order to raise themselves up though unable to hold the elevation they have thus temporarily gained.

There is a certain per cent of them found in every generation, but it would be supposed that they would profit by the history of their predecessors, which is replete with facts showing their ultimate degradation, that when they have taken the places of others struggling for their rights, they are treated with respect for the time by their masters, but who always turn them adrift, for they even hate their unmanly nature. Hating themselves, their very walk and voice acts as a mark to distinguish their character ever afterwards. Seldom do they ever recover manhood again. Why would not death be preferable to the conscience that keeps ringing in their ears "A hated man," "A despised man," "A non-union man."

Misery loves company, and there are those of this self-hating class who act the devil's part and try to drag others into their slough. They

whisper in the ears of others, and especially those just reaching manhood's estate, "Keep clear of the labor organizations, they are the devil's home," "Your master will treat you better if you do," "Your promotion to a driver of slaves will result," "Trust to your master's generosity and all will be well." They do not know that the workers' conditions have been steadily improving, and that not one improvement can be credited to the generosity of any one seeking to reap the benefits arising from the labor of others; that every step of those advanced conditions has been wrung from the keeping of others by the united heroic efforts of *men*, the union of whom has made every step possible, and that to hold what has been gained and take further steps that *union of men* must continue.

Where is there an instance where humanity has been benefited by acting on the non-union idea, either in little things or great ones?

Let all remember that he who tries to eliminate the union principle from an individual is trying to disarm that individual that he may fall an easy victim to his avarice or that of the master who directs his efforts.

One does not have to look to Russia or east of the Missouri river to find persons thus engaged, and the false colors that they often hoist would shame the worst pirate that has sailed the seas, using nationality and religious prejudices to poison the minds of their victims or to put them into a cosmo state that makes it easy to manipulate them.

Such, every effort of humanity to advance since the world began has had to contend with, and such in time humanity has mastered and put to rout. The temporary success of this enemy of humanity is often heard, such as that of the *Reading officials* or the C., B. & Q., but it will be comparatively short lived, for humanity is an expanding force that at times bursts all bounds. The would-be imitators on other systems should consider that fact.

The person that has no conscientious scruples about using any means to destroy the union principle among workmen is the one that corporations prefer for official positions, for it appears to be the hope of corporation managers to be able to gather together a sufficient number to act as their servants that are void of that human desire to advance, maintain their rights and be recognized as men, but they will certainly hope in vain. For a time they may be satisfied, but they will ultimately fall before the inevitable progress of mankind, for while they may smother they cannot quench, for the progress of humanity is the progress for right, and right can never be made a wrong. Tyrany has held humanity in check many times, but not for all time.

"Though beaten back in many a fray,
We still new life shall borrow,
And where the vanguard rests to-day
The rear shall camp to-morrow."

CHANGING THE LOCATION OF SHOPS.

A railroad company establishes shops at a point on their line to do work they are obliged to have done. Tools are put in and men are employed. Everything indicates that they are to be permanent. The company or its officials generally own land in the neighborhood. Workmen buy of them or others and establish homes. They do so knowing that all the employment they can hope for at such places is to be given by this one company. Still, having every reason to believe that the work necessary for that part of the road will be done there and know that this will not grow any le

the average of several years, they are satisfied with the prospect. They may number a comparative few or hundreds. They stake their all on this prospect, being often further assured by statements of representatives of the company.

Around them gather merchants and others who engage in furnishing what their necessities and comforts demand and who depend entirely on the prosperity of the workmen. A flourishing town of considerable importance is the result. The railroad company reaps considerable return of the amount they pay out for wages in the local traffic that the town gives them.

All these signs of prosperity rest entirely in the hands of a few men who can cause the work that makes the prosperity to be removed to another place. Immediately stagnation results. The saving of men for years are made valueless. They are compelled to to go with the work where it goes or to some other place in search employment. Can such a condition justly exist? Is not a rank injustice done? Should not the possibility of such a condition arising be removed? The falling back on the argument that individuals or corporations have the right to do with their own what they please does not answer. A different view must be taken of it. A right cannot rest with any one when the exercise of it causes injustice to others. It must be classed in the nature of a swindle or of obtaining gains under false pretenses, especially when they sell property to others with the understandiug, given or implied, that the conditions then existing are to remain.

With the present easy going public opinion courts of law may decide different for public feeling has much to do with their decisions. Courts, governments or laws are not perfect that allow injustice to exist.

The Union Pacific recognized that they were under obligations to those injured by the removal of of shops from Eagle Rock, Idaho, and in part reembursed the employes and we believe that they were the first company in the United States to recognize it, though they do not apply it to other places that have similar complaints.

There is certainly a demand for some power or means that will prevent such injustice at all times and places. One set of officials may be interested in real estate and the prosperity of the locality is money in their pockets. While prosperity exists, which is to a greater or less extent in their hands, they may sell and buy at another place. Their interest in the first place goes with the sale and transferred to the place where they buy. Or a new set of officials may come in power and are interested in another place, and have the power to transfer the industrial prosperity to that place, not to the interest of the stockholders but to their own pockets. Such conditions exist and the fact that such large numbers can be dependent on the acts of a few is reason why it should be made impossible to center that power into few hands.

The people are almighty in such matters if they only think so. The existence of the conditions that we refer to indicates that the destinies of the people have not entirely passed into their own hands yet.

If the interests of a railroad company were always made paramount to the individual interest of those who control the management of affairs there is every reason to believe that such conditions would seldom arise, for the

expense of buildings and placing of tools would be an influencing item besides the traffic from business that had directly or indirectly arose from the establishment of the shops and the loss they would sustain before the same would result at another point, and further the scattering of a class of workmen familiar and experienced with the work to be done which is a heavy item, for such are not secured on short notice. Neither would they prefer any class of men but such as made good active citizens who were desirous of establishing themselves permanently in homes. On all such men at least five others depend and often incidentally many more through the industrial affairs arise from the centralizing of large numbers.

What a prosperous city might now be seen at Rock Springs, giving the Union Pacific large revenues from local traffic if the policy of the company had been to employ none but those who delighted in their citizenship and the establishment of homes. True the Beckwith Quinn Company would not have realized the profit from furnishing and supplying the Chinese and they would have had to meet the competition of other merchants, but that would have resulted in more equitable returns to all, neither would have some officials swayed as much power, but the company as well as the territory would have been benefited. So would the manufacturing of many supplies by themselves or buying those made by factories on their own lines instead of in some distant eastern town from some peculiarly favored company. Such would have built up the territory on which they now largely depend for business and the need of which will increase rapidly in the future. If the reason is *given that* such supplies can be bought cheaper elsewhere allowing their own plants to lay idle it is only a confession that extremely poor management exists around their works which they have the power to change.

What is true of Rock Springs and other mining camps is true of Stout, Colo., stone quarries. Stout would have had more than one building if that building was not a compulsory boarding house, it was first built for a prison, at which the men there employed must live. But whatever reason may exist in the minds of corporation managers for carrying out a policy evidently so destructive of their own interests there certainly exists a wrong on others by the removal of established shops that should not go unnoticed and unremedied.

LABOR IMPORTATIONS.

A press report from New York of July 12th says:

> Secretary of the Treasury Windom this morning approved of the course of the Emigrant Commissioners in detaining the emigrants who were sent to Agent Nell of the Union Pacific railroad by Wright & Son of London. He ordered the immediate return of every man sent to Agent Nell under the law prohibiting the importation of contract laborers.

What necessity is there for the Union Pacific or any other railroad or other corporation importing labor when the country has tens of thousands of able bodied men wanting employment? No corporation goes to the trouble of importing men for the mere wish to give them employment or because their business is suffering for want of workmen, who cannot be found at home. Some other motive is back of it.

A cheaper and more docile class of workmen than America contains is, perhaps, wanted, such as will ask no questions as to pay or treatment, or where they will pu their supplies or grumbl

A SAMPLE OF ENGLISH HISTORY.

During the reign of king Edward III., 1327-1377, the Black Death visited England (1348-9) and carried off, it is estimated, from one-third to one-half of the entire population. The immediate result was an enormous increase in the value of labor. The demand far exceeded the supply, but the aristocracy was equal to the occasion. A royal proclamation was issued "by the advice of our prelates, and nobles, and other skilled persons, that every able-bodied man or woman in our kingdom, bond or free, under sixty years of age, not living by trading, shall, if so required, serve another for the same wages as were the custom in our twentieth (Edward III's) reign." By a subsequent statute of laborers, the nobles and other skilled persons established a regular scale of wages and ordered stocks to be set up "betwixt this and the Feast of Penecost," in every town in England to enfore the penalties of the act.

Nor was this enough: the laborers were so unreasonable as to escape from one county to another in quest of better hire. To cure this evil there was passed in 1361 a downright Fugitive Slave Act, which ordained, among other severities, that fugitive workmen, "in token of falsity, should be burned in the forehead with an iron formed and made to the letter F." This being so, it is not difficult to understand that workingmen were forbidden to hunt, fish, or joust, or to appear in any dress not suitable to their — lowly — condition. Noble lords actually supervised the tailoring of the working class by an act of Parliament.

And all through the unhappy annals of labor it has been the same. Although the branding system has long since disappeared, the Blacklist is considered as a great achievement of the nineteenth century, especially among American corporations and monied individuals. When they have not been chastising the working class with whips, it is because they have found scorpions more effective.

In the beginning of Richard II's reign, *1377-1399, rural* England was in insur*rection under the heroic* Wat Tyler, and *the aristocracy* was beside themselves with terror. The demands of the insurgents were most reasonable. They were only four in number:

1. Total abolition of serfdom.
2. The reduction of arable land to four pence an acre—then a good price.
3. Full freedom to purchase and sell like other men in fair or mart.
4. A general pardon.

Wat Tyler perished at the hand of the assassin Walworth, mayor of London, and the young king undertook to be the leader of the simple-hearted tillers of the soil. By the advice of the panic-stricken nobles Richard gave the people a Charter, guaranteeing the insurgents all they asked, a general pardon included. They dispersed, trusting to the honor of Richard and his aristocratic advisers.

"I will have never a noble, no lineage counted great;
Fishers, and choppers, and plowmen shall constitute a state.
And lo and behold! how these poor men shall govern the land and the sea,
And make just laws beneath the sun as planets faithful be." —*R. W. Emerson.*

But the peasants had too good reason to repent of their credulity. The aristocrats rallied and the mask was dropped. "Rustics ye have been and are," the treacherous Richard declared, "and in bondage shall ye remain; not such as ye have heretofore known, but in a condition incomparably more vile." In spite of Charter, in spite of pardon, no fewer than 15,000 good and true men were hanged, drawn, and quartered, according to Holinshed, by this perfidious king and the contemptibly mob of aristocrats that surrounded his throne. Richard II. it appears had some scruple of conscience about the flagitious part he was to play, but his lords had none. He asked them if they would consent to enfranchise the serfs. "Consent," they replied, "we have never given and never will give were we all to die in one day." Nevertheless, the mere pressure of economic laws, both villanage and the statutes regulating wages were practically at an end within fifty years after Wat Tyler's insurrection. The change was great and beneficient. The Black Death was stronger than the English

aristocracy. Indeed, it is not too much to say that no page of English history records a single triumph of civilization that has not been achieved in spite of aristocracy. What is true of the British upper house is also true of the American House of Lords, as well as any other country. The National Convention which gave the Constitution of the United States its present form contained a majority of politicians, who, though they had been able to throw off the military yoke of England, were unable to divest themselves of the yoke of English pernicious precedents. They must have a king, lords and commons in some shape. Article 1, Section 3 of the American Constitution tells the rest. In those days (1787) gentlemen encased their legs in silk stockings, which gave the pestiferous insects great advantages. But dearly was America to pay for this thoughtless adoption of English monarchical forms, for this servile compromise of Republican principles. By giving power and dignity to the Senate, the House of Representaives has been degraded. Wherever two Chambers exist one must be master, and, unfortunately for the United States, the master is the aristocratic Upper Chamber. True, most nations have second chambers in imitation of the British system; but there is not one of them, however constituted, whose history is not a conclusive argument against such institutions. What else is the English and American House of Lords? Nothing but a filthy monarchical rag. Take for a crucial test the slavery question of this country. At the close of the Mexican war our Congress admitted the conquered region as a territory, under the condition that it should never be polluted by slavery. The Senate would not so much as look at it. Also the Senate scornfully declined to consider the bill admitting the territory of California, excluding slavery. The Senate retreated (1849). Suffice it to say that, but for the existence of the American Senate the Republic might have been spared all the horrors of the Civil war, with its holocaust of 900,000 lives and its loss of $6,000,000,000 of treasure. The English Parliament of the Revolution of 1648 voted promptly, "the Upper House is useless, dangerous, and ought to be abolished," and for nine years—from January 6th, 1649, to January 20th, 1658, when Cromwell made an abortive effort to constitute an Upper Chamber—England was without a second chamber.

Is there not here a lesson in governmental simplicity for constitution builders to profit by? Complexity is as objectionable in politics as in mechanics. The simpler the political organism the better. The boasted balance of powers in the British and American Constitutions merely produces rotatory motions. Progress is rendered next to impossible. Going hand in hand, aristocracies, money powers closely resemble royalty. These elements have but one object—to crush liberty, which they hate with a rancor undistinguishable from insanity.

And now by what means is the strong triple alliance of monarchy, aristocracy, and plutocracy to be overthrown by the toil-worn, half-dosed giant of democracy? First, the giant must, above all things, attent to his political and general education. This task his sore toil and grinding poverty render doubly difficult, but it is an imperative duty which, left undischarged, will be found an insuperable barrier to his emancipation. Were the giant but fully conscious of his rights and his irresistible strength, he would shatter the triple allliance of his enemies as easily as Sampson snapped asunder the withes with which the Philistines had bound him. In order to grasp and retain the whole machinery of government in his hand he has only to keep two objects in view. He must possess himself of equal manhood suffrage and the land. *Mens agitat molem.* These aquisitions are necessarily anticedent to all others. To the old watchword of democracy, "Liberty, Equality, Fraternity," property must now be added. Liberty to starve or to be driven into exile is not a kind of liberty worth having. Every country that as tolerated the money power has eventually

the Firemen's Brotherhood. Without apparent reason and with striking unanimity the men withdrew from the Order. Two other powerful lodges in this city followed suit, and then the biggest lodge in the Brotherhood at Reading surrendered. For three months there were no more firemen's organizations in the system. Every lodge on the Reading system had disbanded.

"There were only about 700 members of the Engineers' Brotherhood employed by the company, the majority of the engineers being members of the Brotherhood of Firemen. But the members of the Engineers' Brotherhood have withdrawn their allegiance from the organization also. The the brakemen succumbed. Over 8,000 quietly dropped from the Brakemen's Brotherhood. The last to fall in line was the Order of Railway Conductors. Nearly 400 conductors followed the company's advice and became members of the new relief society. Independent of all these Orders were the 800 switchmen employed by the company. They all belonged to the Knights of Labor when the great strike was inaugurated, but somehow managed to retain the good graces of the company, and by withdrawing from the Knights of Labor they retained their places. They are now all members of the relief association. Of the beaten strikers large numbers have found employment with the Reading's great rival, the Pennsylvania railroad. Still others have gone West, and enjoy responsible positions on Western railroads. The Reading's forces before the strike were reputed the finest body of practical railroad men in the country."

"We have concluded that we can deal better with the company, unhampered by the restraints of labor organizations," said an employe. "The company since it has destroyed our organization has adopted a conciliatory policy which did not characterize its former dealings with us as Knights of Labor or members of labor organizations. Throughout the whole Reading system no industrial organization has now even a foothold. *The company has* crushed them out of existence, and we have been compelled to submit.

The company receives each month nearly $60,000 from its employes as dues for the relief society. The company acts as banker, and its officers manage the society's affairs.

Certain papers published in this city are making a great fuss over the recently enacted law of New York State fixing the wages of laborers in the employ of the state at $2 per day. There is a good deal of shrieking about demagogic legislation and socialism, etc., and it is asserted that certain employes of the state, who have heretofore worked twelve hours per day at $35 per month will actually receive an amount hereafter which, it must be admitted, will enable them to live and support their families in some degree of decency. While this is greatly to be deplored, of course, we really don't see how it can be helped so long as the laboring men have votes; for so long as they retain their right to vote, and have something to say about who shall be elected to the state legislature, it is to be expected that their unreasonable prejudice in favor of living wages will receive some attention from the state when the state is the employer. If the franchise could be taken away from the men who are obliged to labor for their living, then there can be little doubt that the politicians would fix the rate of wages paid by the state at a figure which would be entirely satisfactory to those who, by reason of their not being obliged to labor had retained their right to vote. But there would be practical difficulties in the way of doing this, and so long as these difficulties remain we fear that the state will pay to such of its citizens as it requires to labor in its service, good wages. And after all, we know of private employers who pay somewhat better wages than the ruling rates because they think it profitable to do so. No one doubts their right to do this, and we fail to see why the state has not the same right.—*American Machinist.*

"Experience gets there every time."

STANDING ARMIES.

Standing navies and armies are incongruous with our institutions—they belong properly to monarchies and aristocracies, not to democratic republics. Our standing navy and our standing army are and have been since their organization utterly alien to the true American spirit. In them are perpetuated that caste distinction between classes, the outgrowth of European aristocracy, that the American Constitution aims at in prohibiting titles of nobility. Before the civil law all American citizens stand on the same level. Between the President of the Republic and the lowest department messenger the distinction is merely that of place and duty. But between the commissioned officer of army or navy and the enlisted man there is a distinction of kind—a distinction essentially and historically the same as that made in the worst days of European monarchies between high born noble and base born peasant. Between the lowest commissioned officer and the highest non-commissioned officer in the American army or navy, there exists the same kind of impassable gulf that exists between the son of an English duke and his father's butler—the one is a member of a superior and privileged class, the other is essentially inferior.

But this aristocratic organization of our standing army and standing navy is significant of something deeper, and shows that they are existing and not akin to our institutions. In the very nature of things standing armies and standing navies are inimical to democracy, and never, save in case of absolute necessity, should those who desire the perpetuity of democratic institutions consent to maintain them. Standing armies and navies have always proved the ready tools of tyranny, and in every country in which they have been suffered to pass a certain point have proved the death of liberty.

This arises from their nature. The great virtue of the military service is implicit obedience, and to its inculcation the whole military education is directed. In standing army or standing navy the citizen is converted into a mere killing machine, which reaches perfection as it becomes ready to kill with absolute indifference any one whom it is ordered to kill. "Theirs not to make reply; theirs not to reason why; theirs but to do and die," is the spirit and the virtue of standing army and standing navy. And there naturally grows up in it a distrust and contempt for democratic methods and forms.

In the very disposition to strengthen our standing army and navy there is an unconcealed desire to create a force that may on occasion be used not against a foreign enemy, but against the masses of our own people. "There is nothing more timid than a million dollars except two million dollars," and the millions in ones and twos and tens and scores and fifties and hundreds that are piling together in the United States to-day are more and more attracted to the idea of a strong government. "Militia can't be relied on to put down labor riots, and we ought to have more regulars," is a sentiment that has greatly grown among certain most influential classes during the last ten years, and it is not without open expression in the press. It is an indication that should remind us of what the whole history of government attests, that while "a well regulated militia is essential to the existence of a free people" a standing war establishment is always dangerous. If it is a great one it is greatly dangerous. If it is a little one, it is less dangerous. But big or little, danger to free institutions inheres in its existence. For there is always a tendency in such things for the little to grow into the big.—*Standard.*

"Sometimes it is wiser to beg pardon than to fight. The other fellow may be bigger and a black eye is a cloud."

"When the policeman says 'Move on!' it is wise to move. He has two advantages—a club and the semblance of law."

We often repent of that which we have said, but never of that which we have not said.—Thomas Jefferson.

LEGAL DEPARTMENT.

CONSTITUTION OF THE UNITED STATES.

[CONTINUED FROM LAST MONTH.]

SEC. 8.—*Powers Granted to Congress.*—The Congress shall have power—

First Clause.—To lay and collect taxes, duties, imposts, and excises, to pay the debts, and provide for the common defence and general welfare of the United States; but all duties, imposts, and excises shall be uniform throughout the United States.

Second Clause.—To borrow money on the credit of the United States;

Third Clause.—To regulate commerce with foreign nations, and among the several States, and with the Indian tribes;

Fourth Clause.—To establish a uniform rule of naturalization, and uniform laws on the subject of bankruptcies throughout the United States;

Fifth Clause.—To coin money, regulate the value thereof, and of foreign coin, and fix the standard of weights and measures;

Sixth Clause.—To provide for the punishment of counterfeiting the securities and current coin of the United States;

Seventh Clause.—To establish postoffices and post roads;

Eighth Clause.—To promote the progress of science and useful arts, by securing for limited times to authors and inventors the exclusive right to their respective writings and discoveries;

Ninth Clause.—To constitute tribunals inferior to the Supreme Court;

Tenth Clause.—To define and punish piracies and felonies committed on the high seas, and offences against the law of nations;

Eleventh Clause.—To declare war, grant letters of marque and reprisal, and make rules concerning captures on land and water;

Twelfth Clause.—To raise and support armies; but no appropriation of monev to that use shall be for a longer term than two years;

Thirteenth Clause.—To provide and maintain a navy;

Fourteenth Clause.—To make rules for the government and regulation of the land and naval forces;

Fifteenth Clause.—To provide for calling forth the militia to execute the laws of the Union, suppress insurrections, and repel invasions;

Sixteenth Clause.—To provide for organizing, arming, and discipling the militia, and for governing such part of them as may be employed in the service of the United States, reserving to the States respectively the appointment of the officers, and the authority of training the militia according to the discipline prescribed by Congress;

Seventeenth Clause.—To exercise exclusive legislation in all cases whatsoever, over such district (not exceeding ten miles square) as may, by cession of particular States, and the acceptance of Congress, become the seat of the government of the United States; and to exercise like authority over all places purchased by the consent of the Legislature of the State in which the same shall be, for the erection of forts, magazines, arsenals, dock yards, and other needful buildings;—and

Eighteenth Clause.—To make all laws which shall be necessary and proper for carrying into execution the foregoing powers, and all other powers vested by this Constitution in the government of the United States, or in any department or officer thereof.

SEC. 9.—*Powers Denied to the United States.*—First Clause.—The migration or importation of such persons as any of the States now existing shall think proper to admit, shall not be prohibited by the Congress prior to the year one thousand eight hundred and eight, but a tax or duty may be imposed on such importation, not exceeding ten dollars for each person.

Second Clause.—The privilege of the writ of habeas corpus shall not be suspended, unless when in cases of rebellion or invasion the public safety may require it.

Third Clause.—No bill of attainder or ex post facto law shall be passed.

Fourth Clause.—No capitation, or other

direct tax shall be laid, unless in proportion to the census or enumeration hereinbefore directed to be taken.

Fifth Clause.—No tax or duty shall be laid on articles exported from any State.

Sixth Clause.—No preference shall be given by any regulation of commerce or revenue to the ports of one State over those of another; nor shall vessels bound to, or from, one State, be obliged to enter, clear, or pay duties in another.

Seventh Clause.—No money shall be drawn from the treasury, but in consequence of appropriations made by law; and a regular statement and account of the receipts and expenditures of all public money shall be published from time to time.

Eighth Clause.—No title of nobility shall be granted by the United States; and no person holding any office of profit or trust under them shall, without the consent of Congress, accept of any present, emolument, office, or title, of any kind whatever, from any king, prince, or foreign State.

SEC. 10.—*Powers Denied to the States.*—First Clause.—No State shall enter into any treaty, alliance, or confederation; grant letters of marque and reprisal; coin money; emit bills of credit; make anything but gold and silver coin a tender in payment of debts; pass any bill of attainder, ex post facto law, or law impairing the obligation of contracts, or grant any title of nobility.

Second Clause.—No State shall, without the consent of the Congress, lay any imposts or duties on imports or exports, except what may be absolutely necessary for executing its inspection laws; and the net produce of all duties and imposts, laid by any State on imports or exports, shall be for the use of the treasury of the United States; and all such laws shall be subject to the revision and control of the Congress.

Third Clause.—No State shall, without the consent of Congress, lay any duty of tonnage, keep troops, or ships of war in time of peace, enter into any agreement or compact with another State, or with a foreign power, or engage in war, unless actually invaded, or in such imminent danger as will not admit of delay.

ART. II.—THE EXECUTIVE DEPARTMENT.

SEC. 1.—*President and Vice President.*—First Clause.—The executive power shall be vested in a President of the United States of America. He shall hold his office during the term of four years, and, together with the Vice President, chosen for the same term, be elected as follows:

Second Clause.—Each State shall appoint, in such manner as the Legislature thereof may direct, a number of electors, equal to the whole number of Senators and Representatives to which the State may be entitled in the Congress; but no Senator or Representative, or person holding an office of trust or profit under the United States, shall be appointed an elector.

The Twelfth Amendment to the Constitution.—First Clause.—The electors shall meet in their respective States, and vote by ballot for President and Vice President, one of whom, at least, shall not be an inhabitant of the same State with themselves; they shall name in their ballots the person voted for as President, and in distinct ballots the person voted for as Vice President, and they shall make distinct lists of all persons voted for as President, and of all persons voted for as Vice President, and of the number of votes for each, which lists they shall sign and certify, and transmit sealed to the seat of the government of the United States, directed to the President of the Senate; the President of the Senate shall, in presence of the Senate and House of Representatives, open all the certificates, and the votes shall then be counted, the person having the greatest number of votes for President, shall be the President, if such number be a majority of the whole number of electors appointed; and if no person have such majority, then from the persons having the highest numbers, not exceeding three on the list of those voted for as President, the House of Representatives shall choose immediately, by ballot, the President. But in choosing the President, the votes shall

be taken by States, the representation from each State having one vote; a quorum for this purpose shall consist of a member or members from two-thirds of the States, and a majority of all the States shall be necessary to a choice. And if the House of Representatives shall not choose a President, whenever the right of choice shall devolve upon them, before the fourth day of March next following, then the Vice President shall act as President, as in the case of the death or other constitutional disability of the President.

Second Clause.—The person having the greatest number of votes as Vice President, shall be the Vice President, if such number be a majority of the whole number of electors appointed; and if no person have a majority, then from the two highest numbers on the list, the Senate shall choose the Vice President; a quorum for the purpose shall consist of two-thirds of the whole number of Senators, and a majority of the whole number shall be necessary to a choice.

Third Clause.—But no person constitutionally ineligible to the office of President shall be eligible to that of Vice President of the United States.

Fourth Clause.—The Congress may determine the time of choosing the electors, and the day on which they shall give their votes, which day shall be the same throughout the United States.

Fifth Clause.—No person except a natural born citizen, or a citizen of the United States at the time of the adoption of this Constitution, shall be eligible to the office of President; neither shall any person be eligible to that office who shall not have attained to the age of thirty-five years, and been fourteen years a resident within the United States.

Sixth Clause.—In case of the removal of the President from office, or of his death, resignation, or inability to discharge the powers and duties of the said office, the same shall devolve on the Vice President; and the Congress may by law provide for the case of removal, death, *resignation,* or inability, both of the *President and Vice* President, declaring what officer shall then act as President, and such officer shall act accordingly, until the disability be removed, or a President shall be elected.

Seventh Clause.—The President shall, at stated times, receive for his services a compensation, which shall neither be increased nor diminished during the period for which he shall have been elected, and he shall not receive within that period any other emolument from the United States, or any of them.

Eighth Clause.—Before he enter on the execution of his office he shall take the following oath or affirmation: "I do solemnly swear (or affirm) that I will faithfully execute the office of President of the United States, and will, to the best of my ability, preserve, protect, and defend the Constitution of the United States."

SEC. 2.—*Powers of the President.*—First Clause.—The President shall be commander-in-chief of the army and navy of the United States, and of the militia of the several States, when called into the actual service of the United States; he may require the opinion, in writing, of the principal officer in each of the executive departments, upon any subject relating to the duties of their respective offices, and he shall have power to grant reprieves and pardons for offenses against the United States, except in cases of impeachment.

Second Clause.—He shall have power, by and with the advice and consent of the Senate, to make treaties, provided two-thirds of the Senators present concur; and he shall nominate, and by and with the advice and consent of the Senate, shall appoint ambassadors, other public ministers and consuls, judges of the Supreme Court, and all other officers of the United States, whose appointments are not herein otherwise provided for, and which shall be established by law; but the Congress may by law vest the appointment of such inferior officers, as they think proper, in the President alone, in the courts of law, or in the heads of departments.

Third Clause.—The President shall

have power to fill up all vacancies that may happen during the recess of the Senate by granting commissions, which shall expire at the end of their next session.

SEC. 3.—*Duties of the President.*—He shall from time to time give to the Congress information of the state of the Union, and recommend to their consideration such measures as he shall judge necessary and expedient; he may, on extraordinary occasions, convene both Houses, or either of them, and in case of disagreement between them, with respect to the time of adjournment, he may adjourn them to such time as he shall think proper; he shall receive ambassadors and other public ministers; he shall take care that the laws be faithfully executed, and shall commission all the officers of the United States.

SEC. 4.—*Impeachment of the President.*—The President, Vice President, and all civil officers of the United States, shall be removed from office on impeachment for, and conviction of, treason, bribery, or other high crimes and misdemeanors.

[TO BE CONTINUED.]

WHO ARE HOMELESS.

Where do worthless men and women come from?

From worthless homes.

This is probably the best direct answer that can be given to this comprehensive query.

Badly-reared children develop into worthless men and women. This is the rule. The exceptions either way are not numerous.

Occasionally you find a boy or girl in a respectable family whose instincts are low and whose tastes are inclined to be vicious. These are the "black sheep." They are not uncommon even in the best of families.

Is there any necessity for these being black when all the rest are white?

In some instances there is, because some children are born with a very low order of moral sense just as some are born with a very low order of intelligence.

The greater number of wicked and immoral men and women are such because of defective training rather than because of inherent depravity. They have not had had the advantage of an environment calculated to develop their better natures.

This should be sufficient to show the necessity of rearing children in such a way as to encourage the development of the moral faculties as well as the mental. This will afford the surest protection to society against crime and immorality.

How many of those who are interested in providing for neglected children in foreign countries ever think of those at home who are really in a more deplorable condition than those who are engaging their attention?

What is to be done about it?

One way is for society to take charge of every homeless child and provide for it an environment that will tend to develop its better qualities.

Who are homeless?

All who are without the means of proper education and training. A house and parents do not constitute a home in its true sense.

Let society take charge of all children that are not being properly trained, whether they have parents living or not. It will be cheaper in the end than to allow them to grow up in wickedness until maturity, and then board them in jail or work-house. Besides, this will decrease the number of criminals and the amount of crime, and in the same ratio improve society.

Something can be done by improving homes, but as a rule those who have gone so far as to settle down to living careless, immoral lives are almost hopeless. They regard their children as accidents. and have no care for them beyond keeping them in food and clothing until they are able to take care of themselves.

What can you expect from a home, the atmosphere of which is reeking with profanity and vulgarity? You would be surprised to find purity and refinement coming from it. These are two of the most desirable qualities in men and women. Without them society would go to sticks in short order. They distinguish the civilized from the uncivilized.—*Pittsburg Commercial-Gazette*

MECHANICAL DEPARTMENT.

SHOP MANAGEMENT.

From my observations and experience poor management of a railroad shop and poor, insecure conditions and rates of wages for the workmen go together. Where it is seen that the main energy of the local manager, master mechanic or forman is centered in trying to secure cheap men, or men that will accept wages that are a reduction on what has been paid on that class of work, there is also seen poor management evidenced in the condition of tools, power and rolling stock. One appears to invariably accompany the other, and a shop remaining under such conditions long is found to soon have a bad reputation, and this bad reputation often seriously affects the employes at that point, there being less work done there, much of what had been being sent to other places, and an increased pressure brought to bear to reduce wages all around. From these facts there is seen the necessity, for their own welfare, of the workmen taking an interest in how affairs are managed, and aiding in the institution of an economical use of time and material and an avoidance of waste from doing work over several times, which is a sure result of poor management. If they are powerless to do this then try for a change in the management of local affairs. Doubly so, for a poor manager is generally a schemer and oppressor of workmen under him, evidently hoping to make up for his deficiencies in other matters.

How powerless men are to stop the waste that they see going on is well known to every man that has had experience in railroad repair shops, but it does not seem to be so understood by the average general manager of railroad mechanical affairs, for they are often heard to say that such and such a shop is a very expensive shop to have work done in. They do not try the plan of changing the local manager but take away the work and lay off the men, thus making the employes suffer for what is not their *fault, for it is* often the case that that same shop had, under former managers, a high reputation for doing work well, expeditiously and economically.

North Platte can be cited as an illustration of this. Under J. E. McConnell's management there was no place on the Union Pacific system that had a better reputation than "The Platte" and few as good, and he had, in order to accomplish this, gathered around him a fine class of workmen, and did not try to make a good workman dissatisfied by rating him a few cents a day less than equally as good men. In fact, if the man was not worth equitable wages he was not wanted. North Platte used to be busy when many other shops were dull. Work was sent there from other places. Now these shops have lost that reputation, it being called an expensive place to do work, and the force of men has been reduced to the minimum, necessitating their seeking employment elsewhere. Other things may have caused this, but the facts appear to point that way, for one condition seems to go with the other and bear out the position I have taken, besides the reverse is seen at other places.

Take the Idaho division. The report of the directors for 1884 gives evidence to show that the rolling stock and mechanical affairs generally was in a demoralized condition, and the employes are well aware what the wage rate was. Now Shoshone and Pocatello have a high reputation for good work, while wages have not dropped any. These shops are comparatively busy. The Denver division was well rated at one time, but is classed as an expensive place now, while those who gave it its good record have not lost their reputation for it at other places. Similar events could be noted at other places.

Surely with these facts before us, employes have much at stake in shop management, and that I have reached the conclusions stated at the start from no imaginary grounds. If representatives of the company and the men would come together and discuss matters of this kind what benefits might result all around, improvements made that are considered impossible now.

I heard some time ago that one of these unsuccessful managers had stated that the reason why he could not make a better showing was because of the fact that the men under him were organized, [Mr. Potter, when he assumed the management of the Union Pacific, stated that it was current talk among railroad officials in the East that the Union Pacific had been crippled by the Knights of Labor.—ED.] but if he had looked up the matter before he was so sure that he was safe in the statement, the unsuccessful manager would have found good results and thorough organization at other places, and thus the flimsiness of his excuse would have been apparent. N. K.

AIR RESISTANCE QUITE AN OBSTACLE FOR RAILROAD TRAINS.

The flat front of a locomotive and its projecting cab are highly unsuitable for rapid movement through an atmosphere which has a pressure so great as fifteen pounds per square inch, and therefore considerable inertia. The remedy for this is simple, and ahead resistance would be much reduced by conforming, approximately, an engine front to the well known shape of a boat or ship. It is very much wiser, however, to reduce the air resistance at the rear of a train. A marine architect who made his ship's stern absolutely rectangular and flat would be counted a worse man than he who made a bluff bow, and yet railway engineers have for fifty years been dragging flat stern vessels at sixty miles per hour through the atmosphere at at immense expenditure of power, and no one of them has cared to test the effect of adding a light tapering frame to the rear end of the train and noting the decreased resistance, although every one is familiar with the rush of air which follows a train in its attempt to fill up the vacuum formed.

As in water, so in air, the formation of eddies means loss of power, and the application the rear end of a fast train would convey some idea of the folly of the practice of to-day. Supposing such a gauge showed an inch of water. This is equivalent to a vacuum of about 1-26 pound, and the end surface of a car being about eighty feet, implies a total pull of, say, 432 pounds, which at sixty miles at hour is equivalent to 60-horse power. A mere tenth of an inch, therefore, would imply one or two tons of coal every 100 hours run, all of which would be saved by a light frame of parabolic plan attached to a rear car. This theory may be entirely wrong, but reason points to its being correct, as does also the practice of shipbuilders, who deal with a denser fluid, which, being visible and ponderable, has forced consideration of its properties earlier than the lighter fluid, air, the eddies of which are visible only by dust in dry seasons, and generally unseen and unfelt. Will no railway engineer try the experiment?—*Exchange.*

TIME SERVERS.

How many there are, holding good paying positions as journeymen, who are really of no value unless kept constantly under the watchful eye of the foreman or their employer! They are simply time servers, who take no interest in the business they represent beyond the actual time necessary to count them a day's work. They work when closely watched because they are obliged to, not from any motive of honor or interest in the business.

What can be expected of such workmen but that they will shirk their work and idle their time at every opportunity?

If you cannot give your employer your full time for which he pays, and take some interest in his business, you had better leave him at once. To this he is entitled and has a right to expect it of you.

If your mind is not upon your work, you cannot expect to accomplish it with any degree of satisfaction to your employer or credit to yourself.

In going about from one shop to another it is a very easy matter to pick out the time servers. Upon the slightest pretext they drop their work to talk or look about, and are always ready to get out of the door the moment the clock strikes six, and their example is very rapidly followed by the apprentices or

younger workmen. They have to be constantly watched, and this fact, being known to the firm, is not long in having its results.

Employers are more generally knowing to the habits and qualities of the men they employ than the men often realize, and they invariably know who are the time servers among them, so that when there comes a convenient opportuity or a lull in business, these are the first to be discharged.

It pays to be faithful and to do your best at all times, and more especially when your employer is not watching. If you must idle away any time, do it when he is about, but don't dishonor yourself or betray his confidence by taking advantage of his absence.

This is one of the worst features of our American system. It is an example which is set by the older men, and which is readily adopted by apprentices, and it is the exception rather than the rule that we find a young man who is sufficiently interested in his own welfare and his employer's as well to give his full time and attention to his work. Those who do this are sure of success, and it is from among such that have risen those men whose names are written upon the pages of history as having made their mark in the world, and left behind not only pleasant recollections, but a shining example that is worthy of careful imitation.—*Harness.*

Fix your wages before you go to work. Don't go into a shop looking for a job and not know how much you want. Don't be afraid to set your own price, and if the foreman does not want to pay it he is not afraid to say so. The man who goes to work in a shop for "what he is worth," always finds on pay-day that he is worth all he gets.—*Northwestern Mechanic.*

At the last meeting of trunk line presidents the resignation of Commissioner Fink was accepted. Commissioner Fink released from the burden of drawing $25,000. Twice the amount that Prince Bismarck or five times the salary of the Imperial State Secretary of Germany draws. Engineers in Germany draw $10 each month. Wonder what part John *Livingston paid?*

DISTRICT DEPARTMENT.

CRINGE TO NO TYRANT.

Editor Magazine:

"Man's inhumanity to man
Makes countless thousands mourn."
—*Burns.*

Several times I have been solicited to write something for the MAGAZINE, but having nothing of special importance to communicate did not feel at liberty to impose upon your good nature by occupying space that could be better filled. But a circumstance has come under my observation that I thought a fit subject for deep consideration, not only by the Knights, but by all laborers in this our country.

A friend of mine, a good man, in every proper sense of that much abused phrase, is so unfortunate as to be in the employ of a large corporation.. He has other employes under him whom, to accommodate, he pays on the first of each month. When my friend contracted to do this work it was promised him that he should have his pay monthly, on or about the 10th of the month following the month in which he performed the labor. This has never been done. Instead, it has always been between the 20th and the 30th. He has tried through the officer directly over him to have his pay given on the date agreed upon, but without success, not through any fault of this officer, who done his duty in all cases, but through one over him.

Failing in these efforts, my friend thought it proper and right to appeal to whom he thought the head of the department in which he was employed, and accordingly wrote a very courteous letter requesting his aid to accomplish his desires, explaining that his reason for making the request was that he did not like to be out of the use of his money for twenty to thirty days. There was nothing in the letter that would give offence to the most fastidious or sensitive well disposed person. A few days after it was sent, so I am told, he received a letter asking him to call at the office of the corporation. When he arrived he was told that he was expected to go to a

certain official and make an apology for writing the letter. The official was not the one he wrote to, but the one presumably that had delayed his pay.

My friend is a good man, a kind man, who attends to his business entirely, molesting no one, and the worst that the official who has direct charge of his work could say of him was that "he could not find any fault with his work; it was done well and was all right." Twice my friend called on the offended official, and both times he was out. His clerk said he was out riding in his carriage. My friend could not leave his work longer, consequently made his apology to the clerk, and now if this official sees fit to hold back his pay a month or two he dares not ask for redress.

This in America, the "land of the free and the home of the brave." Where will be our boasted liberty if we cringe before such despotic curs? I would say to all Knights: "Do not submit to such degradation." Why should we humble ourselves as slaves to a despotic, cowardly cur, who,

> "Drest in a little brief authority,
> Most ignorant of what he's most assured—
> His glassy essence—like an angry ape
> Plays such fantastic tricks before Heaven,
> 'As make the angels weep."

There is no man in Nebraska or any other State who is a greater believer in discipline than I. I never have, never will countenance a rebellious spirit. Obey all orders to the letter. Show due respect to all superiors, but bow the knee in abject servitude to no one but the Creator. Cringe to no tyrant.

I hope, should I ever have the pleasure of writing you again to have a more pleasant theme. A KNIGHT.

GRAND ISLAND, Neb., June 27, '89.

DENVER, COLO., June 5, 1889.

This certifies that I have this day transferred to the *Union Pacific Employes' Magazine* the subscription list of THE DENVER PATRIOT, outside the city of Denver, including the right to make all collections on the same. In consideration of which the said *Union Pacific Employes' Magazine* agrees to fill the unexpired term of all paid subscriptions to THE PATRIOT. L. W. ROGERS.

The Baldwin Locomotive Works have just completed their 10,000th locomotive.

The *Locomotive Engineer Journal* states their circulation to be 31,000 copies.

The Enterprise Manufacturing Company of Philadelphia will not employ *men*, therefore men will not purchase their products, which are lawn mowers, handirons and a general line of domestic hardware.

Mrs. L. M. Barry, of the K. of L., has been selected by Scripp's Newspaper League to be one of the number of industrial representatives to visit the Paris Exposition under its patronage.

The general executive board have selected Atlanta, Ga., for the place of meeting of the next general assembly. The date is November 12th. District 82's representative is to be elected by popular vote of the members, which will be taken during the present month.

Nearly all the quarterly reports of the locals in the district have been sent in and show up well, places where the force of men has been reduced by lay off or leaving to seek other places only showing a falling off in membership, which as a total has been steadily gaining since January.

A box of gooseberries—sample products of a Shoshone, Idaho, garden—has been received at the D. A. headquarters. They are as large as walnuts. Brother Munro will have to be called to order when he refers to "away out in the sagebrush wastes of Idaho" again.

The Union Pacific earnings for June were $2,508,539, an increase over June of last year of $24,970. The expenses were $1,306,598, a decrease of $171,693. The net earnings were $1,201,881, an increase oi $197662. For the six months to June 30th the earnings were $12,778,687, a decrease from the same period last year of $714,892; expenses, $8,000,646, a decrease of $517,437; net earnings, $4,770,031, a decrease of $197,355.

GET A HOME.

"It is cheaper to rent than it is to buy," is the remark of many persons when asked if they own the house in which they live. There is some truth in this statement. It is undeniably true when the maker has his money in some business where more can profitably be used and from which the returns from the investments are greater than from the real estate. But with this exception, it may be set down as a general proposition that apart from all other considerations, and there are many in weight, it pays a man to own a home—to have a spot which he can absolutely call his own.

The natural tendency of men is to live up to their means. There are few whose income is so large that, to use the popular expression, " they do not know what to do with it," which means that it is greater than can possibly be expended for maintenance alone; but the average mortal readily finds an outlet for the whole of his income. Whether a part of it goes in payments on a house or to the owner for for its use, the year finds it all absorbed in one way and another. But if the man determines to have a home for himself he must—assuming that he has a small incom—shape his resources to that end. Little by little he makes progress, until finally he has a roof over which he can actually call his own— has a substantial stake in the community, and has laid a solid foundation toward a competency. In many cases he is just a home better off than he would be if he continued to act upon the theory that it is "cheaper to rent than to buy."

Desirable as it is in the city for a man to be the owner of a home it is even more so in the country, where one gets his living from the land. In this country, as yet, the actual occupiers of agricultural lands are in the great majority of cases thereof. Tnis is a great factor in our national strength and prosperity. There is no man who has justly more right to feel independent than he who has the means of providing at first hand all the necessities of life for himself and family. *Every man who makes* his living from *the first fruits of the earth* should strive, if he do not now,to own the land he tills! Even now in some sections of the country, the delusion that renting is more economical has led many men into a relaxation of effort, with the result that, instead of themselves keeping their noses to the grindstone, with a reasonable hope of respite in the future, they are compelled to keep them there with little prospect of relief. There are exceptional cases to which these remarks dc not apply, but the general rule is as stated. With very limited qualifications to meet such cases, it should be the aim of overy young man to get a home for himself; and there are many men, no longer young, who, if they would but set about it, would find the procurement of a home much easier, and its possession much more satisfactory, than they have supposed.—*Detroit Free Press.*

A Chester (Pa.) doctor advised a mother to give her child sage tea for its ailment has been suspended by the County Medical Association for unprofessional conduct. He should have made out a regular prescription and charged for it.

The professional gentlemen are the very first class to denounce combinations of labor to protect their interests. The doctor, the lawyer, the manufacturer, the butcher, the baker, everything and everybody, can found a protective (monopolistic) society and corner the market on ipicac, XXX sodas, lucifer matches, etc., but the plebeian, the "mudsill" of society, must not dare to lift his head and undertake to better his condition, for it is an unconstitutional interference with the divine rights of the money oligarchy. What is sauce for the goose is not sauce for the gander. Are not these spasmodic denunciations of labor organizations ridiculous?

The capitalist and manufacturer may form their trusts and combinations, but it almost treason for the mechanic and laborer to do likewise. That is a horse of another color. S.

The directors of the London and Northwestern Railway in England are reaping a rich harvest for decreeing a week's holiday and week's wages to all their employes. Other corporations will undoubtedly follow the example set them.

LABOR NOTES.

A general reduction of salaries in the New York City postoffice went into effect on the 1st instant.

Night freight hands at Bridgeport, Conn., have asked for a raise in wages from $1.50 to $1.75 per night.

After a careful investigation the New York *Sun* estimates that there are in that city 40,000 working women receiving wages so low that they must embrace vice, apply for charity, or starve.

One hundred more employes in the blacksmith shop at Mount Clare, the principal shops of the Baltimore and Ohio Railroad, were discharged on Saturday. It is now believed that the entire force of 2,600 men will be dismissed and the shops closed by the end of the summer.

A compromise has been effected between Carnegie and his employes at the Homestead Iron Works, which is said to be satisfactory to both sides. No one doubts but what the determination that the men showed influenced one side a great deal. When Carnegie was trying to force his decision on the men the press reports could devote a column, a few lines was enough when Carnegie did not succeed.

In 1866 five-eighths of the people owned their homes, and only three-eighths were the prey of landlordism. In 1886 only three-eighths owned their own homes and five-eighths were reduced to the rank of tenants. Since that time the confiscation of homes by the money power has gone on in an increased ratio, and it can not be a great while before the final result will be reached, and the entire industrial population become homeless and landless.

About 150 of the miners and company's men employed by the Spring Valley (Ill.) Company, who occupy company tenements and who have paid no rent therefor since the first of May last, have been served with five days' notice to either *quit the premises* or pay their rents. Most of the tenants are miners who, on account of the closing down of the mines, are in very poor circumstances. Trouble may occur when they are ejected.

As an evidence of the advance made by the United States in the direction of providing its dwellers with suitable habitations, etc., it may be mentioned that the value of the building stone produced in the year 1888 was estimated at $25,500,000, and that bricks and tile to the amount of $48,213,000 were made. The materials were stuck together with 49,087,000 barrels of lime, valued at $24,543,500, and 6,253,295 barrels of American cement, worth $4,533,639.

A freight conductor on the New York Central Railroad was discharged on July 1st, because during the tie-up last Fall he refused to take out a train. His case was taken up the Local Assembly of railroad employes in Albany at a meeting last Friday, and at 5 o'clock on Monday afternoon all the freight conductors, switchmen and brakemen between West Albany and Greenbush were ordered out. At 11 o'clock last night, just as notice was to be sent as far west as Utica and as far south as New York city to tie up the whole road, the discharged conductor was reinstated and the strike ended.

The Carnegie strike is attracting national attention, and public sympathy is decidedly with the strikers. Carnegie is the friend of Blaine, who entertained the Maine statesman in Scotland, who preached the doctrine of protection, who asserted that if Harrison was elected wages would not only be maintained but advanced, and who has an income of $1,000,000 a year. He is the last man in the country who ought to talk about reducing wages; but before Harrison had been office two months he attempted to reduce the wages of his 3,000 employes 15 per cent. The men have struck, and their cause is a just one. The country will countenance no violence or lawlessness, but will hope to see the strikers successfully prevent the reduction asked for by this apostle of protection and pretending friend of labor.

CORRESPONDENCE.

NOTICE TO CORRESPONDENTS.

Do not wait till the last moment to write up your monthly letter. Send it in at any time, the sooner after you read this the better. The first opportunity you have is the best time.

SHOSHONE, Idaho, July 20, 1889.

Editor Magazine:

Since the 7th we have been working nine hours per day. This was rendered necessary by the accumulation of work while under the economizing process of eight hours. An order for ten hours would not surprise the men here, as the force has been so reduced by men quitting with none being hired to take their places, that work cannot fail to accumulate, and unless the force is increased, ten hours work will not keep it up.

The Constitutional Convention has been in session since the 4th, and we are watching their proceedings with interest. We hope for a constitution that working men can support, and as we ask for no legislation that will not be for the benefit of the masses, we hope that nothing objectionable will be inserted, as we can, by our united vote, defeat the constitution if necessary.

Our pay checks came to-day and are rather light, owing to the eight hours. 3810

SALINA, Kansas, July 19, 1889.

Editor Magazine:

Hot, hot, red hot, the thermometer showing all the way from 89° to 105° in the shade, so you can not expect much of a correspondence this time.

The plentiful harvest is over. Winter wheat and oats are of first grade quality and the yield from twenty to forty-five bushels to the acre, of wheat and oats still better. The corn is in fine condition, and promises from fifty to seventy bushels to the acre. The chintz bug did not get his work in this season on account of plenty of rain and cool weather.

The Fourth of July was celebrated here generally. The fire department had a grand time, and the other organizations ditto. The weather was very favorable, and that made the ceremonies a general success.

Of course times will shortly be better, but considering the many obligations a good average of the citizens of Kansas has on hand there will not be such a rushing business after all, still we keep agoing. Now, if the wheat, rye and corn would be utilized in this State, then we could say good, but as it is, the grain is shipped out, and not paying a living price for it, and the supposed(?) articles manufactured are sent in, in return, and high prices paid for them, so by this it will be seen that prohibition is a grand financial failure to this State on certain articles alone, while otherwise the humbug is carried to more cranky ideas only, for prohibition never did prohibit, *nor will it prohibit as long as the grain grows and the National government allows its manufacture.*

A boiler explosion occurred two and a ha miles west, on the Union Pacific on last Monday, which resulted in the death of Fireman James Dutton, and very probably the engineer also. It tore the track for seventy feet or more and obstructed the track with some flat cars and fragments so badly that train No. 201 was seven and a half hours late at this place. The explosion is described by eye witnesses as fearful.

No new change has taken place here on the road.

A wholesale grocery house is being erected here and will be in full running order by the end of September.

If nothing happens we will also have a good crop of grapes of all kinds, tame as well as wild ones. Apples are very plentiful now, plums and other fruit are the average.

Some of our L. A. officers have not returned as yet from Oklahoma. 3005

THE DALLES, Oregon, July 18, 1889.

Editor Magazine:

The MAGAZINE—anxiously looked for by many of the employes of the O. R. & N. shops—came in on time. When it was found that your correspondent still lived there was quite a stir in some quarters of the shops and offices * * *

The condition of things here is not improving.

The Master Mechanic was recently going over the road (that is a division of it) but owing to the poor work done in the shops under the present management the engineer had to stop frequently to "doctor" his engine, causing the train to be several hours late at the end of the division. The M. M., however, never went to the front to see what was the matter, having a strong suspicion no doubt that the way of doing business in the shops was the cause. Let him put a stop to the present method of filling up the shops with an excess of helpers and laborers, trying to do mechanic's work for laborer's pay, keeping the laborers until 6 p. m., but sending the mechanics away at 4 p. m.—if he wishes to serve his employers faithfully. Instead of that he and the other bosses go outsi'e and blow aronnd that they now do as much work in eight hours as they used to in ten. * * *

The Brotherhood of Firemen and Locomotive Engineers nave confederated with the K. of L. here, as we are informed, and with a just cause, should the occasion arise, make a strong team. This course should be pursued wherever practicable. Union brings strength.

Considerable building is going on in The Dalles, but the outlook for the farmers and business men is somewhat uncertain, owing to a partial failure of the crops.

Will stop for the present. Your correspondent will continue to show up anything he considers wrong, whether that be the action of officials or the corporations they serve, without fear or favor, and he expects to call individuals by their correct names, and as we have no doubt, the columns of the MAGAZINE will be open for any one feeling aggrived to be heard by the public, let them show wherein we have mistated facts.

Yours for the war, "Y."

ARMSTRONG, Kan., July 22, 1889.

Editor Magazine:

For the last month everything passed off in the even tenor of their way, with short working hours and consequently small pay checks. But still there is less complaints and less dissatisfaction among the majority of men than there was when some of the departments were working night and day, and some men drew double the pay of others, and very often with poorer ability. If you were suppliant, sucker and sycophant you were all right, you would be sure to be retained and get all the overtime that was going. Under the short time schedule the tin horn bosses had to comply with that order, and very little favor was shown to any man.

Nearly all the machinists left here, and consequently they were short handed in that department. The company hired two brass turners and a tool maker. There was not a blacksmith or boiler maker quit the company's work during the short time, as there was no demand for their services in the outlaying districts of this place. There was not a good boiler maker helper remained in that department under the short time regime.

The company had considerable trouble in making passenger coach axles here last month. About one-third of the axles forged and turned was condemned by the master mechanic as unfit for use. The furnace in the blacksmith shop run one week at night making axles, and three machinists made full time for about a week turning them.

A good many painters quit the works during the short time. There is a very poor class of laborers in the employ of the company here, as good men will not work for the wages paid.

There are mechanics of different trades, and laboring men, too, living in the immediate vicinity of these shops who cannot get a day's work from the company here, presumably on account of some infraction of the company's rules. Oftentimes there is more personal spite in the matter than anything else. Some of these shop bosses when they find out that a man is trying to secure himself a home, and is in debt for the same, as a general thing they will impose on him, and oftentimes forces him, through their tyranny and bad usage, to quit their work and maybe lose all the money he had paid on his little property.

Beware of Cheyenne and its real estate prospectus.

On the night of the 28th of June three engine wipers in the round house purloined a bottle of alcohol from the machine shop, got drunk on it and made night hideous with their yells. The master mechanic discharged them for the same.

Jerry Stout, boss painter, has gone to the Pacific slope to recuperate his health. He is the tallest man in the employ of the company here, and a good man to his men. May his journey be one of pleasure and enjoyment to him.

Jerry Mahoney, an old time employe of the Union Pacific machine shop here but lately of the Missouri Pacific, died suddenly at his brother's residence in River View on July 11. His remains were interred at Hanibal, Mo. He was generous to a fault, and his own enemy. Peace to his ashes.

The celebration of the Fourth of July was a very tame affair here this season. There was the usual picnics and excursions on that day for financial gain to those parties interested in them, but no demonstration in honor of that day, either civil or military. It is a day that should be revered by every true American. Individually the people showed a marked appreciation for the day.

The contract is let to build a large viaduct across the Union Pacific tracks at Armstrong to cost $70.000. The cost is divided between the Union Pacific, the Rock Island Company and the municipal government of Kansas City, Kansas. When completed it will be a lasting benefit to pedestrians and teams, as quite a number of accidents have happened to people and teams crossing the railroad yards at that point.

There is seven engines on the stocks in the back shop. I do not think that there is a practical machinist for each engine in the shop. The company have sent two engines from here to Omaha to be repaired.

Engine 349 exploded her boiler near Topeka, Kan., on July 20, while in motion, the fireman receiving injuries from which he died a few days afterwards. It is thought the engineer will recover. Those that pretend to know the engine claim that she is an old engine and over twenty years in actual service. There is too many soft plugs and patches on a good many of the boilers.

On July 22 the Armstrong shops went on nine hours a day for five days and five hours on Saturday. That is, every department is working these number of hours, something unusual, as heretofore some of the departments worked fifty hours a week, others fifty-five, while others worked nearly double time. Any orders issued making any discrimination on account of the working hours in any department hereafter will be resisted and tested by the whole force of men here and the blame laid on the guilty parties.

Some of the foremen puts the blame of everything on the master mechanic. I am almost sure they are liars, as I have seen from his past conduct to those that had any dealings with him in regard to time or pay, he has always done what was just to the men.

If there should be any dirty work done in the future to any man, or in any department, you will hear from me. AU BOUT DE SON.

CHEYENNE, Wyo., July 22, 1889.

Editor Magazine:

Why is it I don't see more correspondence from this place? Have the members here quit writing or have they fallen asleep? Would like to see them waken up. There is work for them to do every day in the week. First, there is the articles of federation between the B. of L. E., B. of L. F., B. of R. B., and the Switchman's Union, and lastly but not least, the noble order of the Knights of Labor. Let them discuss this matter in their assemblies, in the

workshops and any place they may designate and let them see for themselves what good it will do, not only for them but for the community at large. Secondly, let them take up the eight hour question and discuss that thoroughly and let them keep posted on the question. Thirdly, let them discuss the means to suppress convict labor.

There seems to be plenty of work in the shop here.

Switch engine 930 broke a back and front cylinder head on the left side the other day and was in the shop two days for repairs. Engine 1289 broke her valve yoke on the right side but she did not have to lay over for there were two pretty good men tackled her and got her out in a jiffy.

Engine 1265 was also in the shops to get some repairs done in new bolts in guide right side, also on same side piston head turned down and other repairs too numerous to mention.

Now for notes in the back shop.

Engines 941, 991, and 1285 are in for repairs. 941 for general repairs, 991 for temporary repairs to mend broken frames, and 1285 to have her tires turned and a new main drive wheel.

The boys all seem to be happy, but there seemed to be an eruption as to who wrote that last letter to the MAGAZINE. It surprised everybody.

The new shops are going up rapidly. The machine shop will be ready for roofing in about a week or ten days. The walls to the boiler and engine rooms are growing rapidly. They will commence to lay brick on the blacksmith shop this week, so I hear.

No more this time. You may hear from me again at no distant day. THE LITTLE ONE.

OMAHA, Neb., July 23, 1889.

Editor Magazine:

Warm weather and a return to nine hours a day on the 22d finds us viewing the Eight Hour League from another standpoint. However, with Newton of old, we are still viewing the world revolving with moderate improvement on our part. While dull times causes want of many things, death comes from want of breath, of which there is as yet abundance left us to enjoy, which is very encouraging.

To note the changes here this month is not worthy of the space. Natural causes can be trusted in any intelligent community for a time at least. Should they fail no harm can come from pointing out the shortcomings of imbecility, from which we are threatened in one quarter, but like the tide mark it can reach just so high. Since the flood and Noah's ark the tide has never reached the Highlands, a sweet consolation to the subordinate residents of this industrial sphere.

Reports from the freight department state that the men are working well and are treated accordingly, which insures good services, and can be had in all cases when the heads of departments look into matters in person.

Of late a great deal of abuse has been heaped upon the head of our pretty little Senator because he voted for and accepted a back pension of $4,000 in conjunction with his monthly allowance. Quite natural for him to do, not that he is in need of it, but he fought, bled and escaped getting marred for his country. The most amusing part of all is to see the very journals that supported him for the second term for fear that Thurston might be elected, declaring now that he has no brains, while none of them ever dared to say that of Thurston, which places me at a disadvantage to know which unfits a man most to represent a constituency, want of brains or to be employed by a railroad company; if the latter then how many of us are branded "N. G.," in the dialect of dear old Missouri? I swan, I must object to the brand being placed upon me and act accordingly. The press may give us news and assist our views, but we should do the judging, never forgetting what we are told. This is a government of the people and for the people. If this is so what the devil do we want with every State guarded with tribes of dude militia. With another good crop of potatoes reason may expand and tramps become loss numerous. C. P.

OMAHA, Neb., July 18, 1889.

Editor Magazine:

Everything here in general is settled down to its natural condition again since the settlement of the difficulty between the company and the engineers and firemen.

The sentiment of everybody here is in favor of federation as the thing needed and it must be as binding as possible.

The MAGAZINE should be read by every employe of the company as by not reading it they neglect to inform themselves of the condition of the men at other points of the road. The editorials this month alone are worth the price of a year's subscription, especially the one entitled, "Can Corporations be Just?"

Any person working in the locomotive department here for the last eight or ten years cannot help coming to the conclusion that there is considerable difference between railroad management and private management, as regards promotion of employes.

Here we have a few men employed who have grown old and gray in the company's service, men who ranked high in ability as mechanics when the men who are now over them as foremen were yet unborn or at least only of school age and from whom these journeymen have learned about all they know, and may still keep learning for some time to come, and yet after all I verily believe that the most earnest desire of these young men is to get rid of the very men who have taught them what little they now know about the railroad business.

After a few months of economical management we resumed the regulation time to-day—that is, 50 hours per week.

It seems to be pretty well conceded that they are about to get another J. P. Bay administration in the machine shop, as far as it related to promotion (that is kissing goes by favor.) Some

one discovered last Tuesday that the machine men in No. 2 shop were not doing enough work. Another assistant foreman must be appointed to see that those ten or twelve men were kept going.

Everyone knew who it would be, or at least thought they did, even men up town were spoken to about it, and some before would tell you they had seen him waiting on the Opera House corner for some one to come along. As one remarked to the writer he had seen him with Mr. Manning a few times while he was at the stock yard, but more particularly since he came back to the shops to be general foreman.

This new man's name—oh, yes—it is William Mulchay, or Billy Mulchay, commonly speaking. He has been acting as boss of the stone gang and shipping clerk under Otto Gugler, who, by the way, had better look a little out as he is an old employe and a good all-round mechanic, and I am informed they are after his scalp. He seems to treat the matter as Mr. Connell did when he was told to look out for J. B. Bay, but, alas, he found the words of his friend came true.

I believe Mr. Mulchay, like some of our Metropolitan police in carrying out the orders of his superior officer (as regards loafing) to the very letter, if I am correctly informed by some who have received invitation to move on.

I would suggest to the machinist of the Omaha division that some one call a meeting for the purpose of discussing the question of either discarding overalls while at work or to change the color from blue to white, as I am informed that every man who uses blue overalls is taken for a machinist and if out of the shop must be loafing, which must naturally have a very bad effect against the character of the machinists.

New men are being hired here occasionally and then quitting as soon as they get a little money. From three to eight quit most every month. This must be very profitable to the company considering that it takes every man more or less time to get the hang of the shop and tools and by the time he has that he is about disgusted and quits, but there are the new boys still coming and I tell you they come to stay and at the present rate it will not be long until the machine shop will be so full of boys that there won't be any room for new. Then maybe the company will discover that new are the cheapest without even stopping to figure the thousands of dollars worth of material wasted every year.

Engine 925 came from the west some two or three months ago and the other day was taken in the round house, given an overhauling, or more plainly speaking a coat of black paint, and sent west again.

I believe Brother Tracy was here from North Platte last week saying they were working twenty-two hours up there but suppose that they like us have *returned to the old* time.

Maybe the News-Reporter will get after me, *but I can't help it if it does.* LOOKER ON.

STOUT, Colo., July 19, 1889.

Editor Magazine:

Another month has elapsed since "An Observer" chronicled the events of our social life and general news from this locality. July finds us in many respects in very much the same condition as we were when the last letter was written, yet there have happened certain things which I deem it a privilege and duty to refer to.

Last month there was an unusual dullness in the making and shipment of paving blocks; many men were laid off here while those working in the small quarries around got little encouragement to work on as usual. Matters in this direction have assumed even a worse appearance. To the astonishment of many all the cutters in Stout received orders to cease operations. Hammers were reluctantly laid aside and not a stroke of a "side hammer" or sledge has been heard in making a single block for a few days.

Many of the industrious laborers of Spring Canon seem badly contented and make frequent visits here in search of official information. It is possible, however, that, as is generally suggested, this branch of industry—and it has been a very important one here—may take a sudden reaction very soon. As it is the situation is anything but encouraging. It is to be hoped that this state of things here will not last long.

There has been an average shipment of rubble and other rock, however, while two trains a day are generally brought here to supply orders for rock.

We celebrated the Fourth of July here with some ceremony, though the event did not meet with the approval of many. Our K. of L. hall was thrown open to the admirers of the "light fantastic," while cool potations of German beer, fresh from the vaults of Golden breweries supplied patriotic inspiration for many of our residents many of whom seemed to be at a loss to know the meaning of the general excitment. Consequently many an empty beer barrel could be found next day, to the gratification of the general public, doing duty with Vallentine's genial quadrupeds in hiding from public view some of the horrible garbage, etc., in dangerous proximity to the "Delmonic of Larimer County."(?)

A peculiar incident took place here not long since. I deem it important to allude to it in the MAGAZINE as the affair possesses a peculiar interest that U. P. employes should generally dwell on. Having worked a week here (at paving cutting, I think,) a Frenchman became sick. He went to the company's doctor at Fort Collins, who, with the aid of another professional M. D. I am told, pronounced his a case of small pox, though it has been proved since that he had had but a slight return of "the chills," a disease which he claims to have contracted within the "Shaking Belt" of Missouri, and which had not been thoroughly eradicated from his system. The unfortunate victim was placed in an isolated house or some temporary building a short distance from town and kept there two weeks in

company with one who is said to have been then afflicted with the disease. Both are said to have been treated badly. After his involuntary and unnecessary confinement the polite Frenchman was sent to the hospital at Denver and returned to Stout a month ago—weak, penniless, and miserable after his peculiar treatment. The worst has not yet come for this poor fellow; he was refused work here and had to sell his tools and some other articles to get out of this place. It is surprising that during his prison term in Fort Collins—for such it was—that he escaped the contagious disease, if he had any, of his luckless companion. Small pox was then said to be general in Denver and elsewhere and the report that we had a few cases here very nearly caused us social excommunication.

The admirers of art were given a good treat here not long since. A crowd of itinerant photographers with a well equipped outfit made their appearance here. They were well patronized by most of our citizens, and stayed in this peculiarly congenial home of art (?) for about a week. They did not, however, believe in the time-honored remark of "painting me as I am," but encouraged their patrons to assume tragic airs and pugilistic attitudes, which orders were obeyed with such grace and dignity as would do honor to the genious of a Barrett or a Booth. Much of this photographic production is now ornamenting many a primeval cabin in distant Sweden and Finland, while the sunny shores of Calabria and the Vale Scenic Lee, rejoice in the possession of art's production under the shadow of "The Mighty Mountains" of America. Dan McGuire, who has such a profound contempt for everything artistic, was conspicuous by his absence from the camera, while Mike Johnson, always smiling in the consciousness of material wealth, expressed pity for the verdant ones who lavished their money on such contemptible nonsense. To my astonishment, our hotel keeper did not recognize the artists. I presume, though I do not profess to be much of a critic, that a man who would not have his boarders to "digest Bacon" can't have much literary taste.

I wish in the interest of truth and justice to the employes of this place generally, to take exception to a few items from "our special correspondent," which appeared in the Fort Collins *Courier* in it issue of July 4. Much of it is misleading and untrue. In one part it reads: "The boarding house is kept by T. W. Vallentine & Co. and is a model of neatness, order and comfort." This assertion is utterly false. Let any disinterested party visit this place and stay a few days at the boarding house. See how closely seated these employes are and not the least convenience to hang a hat. If he is a chemist let him analyse the strengthening (?) food and he shall discover something peculiarly interesting to science. If there is much "comfort" to be had in such a atate of affairs I fail to see it.. Let anyone see these things and he must be convinced of the truthfulness of my statement.

I shall not pollute the columns of the MAGAZINE with a detailed account of our sanitary condition, feeling that "An Observer" did ample justice to that subject last month. I wish that "our special correspondent" if he writes in future will not create a false impression in the minds of the reading public, but be led in his expression by facts, not sentiment. This "special" freak again says that "Mr. Kinney has filled the responsible position of foreman for five years." I am told that the gentleman in question filled "the responsible position" of water carrier in this work about two or three years ago, after which he got his present job. In this writing I do not mean any dirparagement to Mr. Kinney, who, as far as I know, is well respected; but merely to conterdict an irrevelant falsehood. Believing in the sentiment of Burns "A man's a man for a' that," whether he got the position he now holds through ability, favoritism, etc., I congratulate him on the fact. Even if he had been for five years a foreman here, I should not envy him the questionable honor.

In another place the "special" writes that the quarrymen are nearly all Swedes and Finlanders and "are not at all given to forming combinations or labor organizations." Great Scott! What a compliment to their intelligence! I may here add with pride that a very important part of our Assembly is composed of Swedish coworkers who this quill driver would have us believe "are not at all given to joining labor organizations," etc. What a dislike this individual must have to laborers who organize for the protection of their interests. What an ignorant class they must be. How can we envy the perverted reason of this profoundly educated scribe.

Let us hope that in the future this "special" intellectual freak will bother us no more with such assinine slobber. K.

ELLIS, Kan., July 22, 1889.

Editor Magazine:

Since my last letter we have had a good rain making everybody but the crank feel happy. Crops are growing nicely and if we get some more rain pretty soon corn will almost certain make roasting ears and garden truck will be O. K. sure. The company did not get off so light. The water fell in such a short time that most of it ran off of the upland prairie that the creek came up in so short a time that the dam gave way on the west end, doing considerable damage. The bridge carpenters are here repairing it. They go at it as if they mean to do a good job.

The Fourth of July has come and gone and still the time goes on. The picnic given at the grove by the Knights of Pythias was well attended, and the dance at night by the Ellis band boys was a success so far as heard from. That was about all the excitement except what the 160 rod whiskey done that did manage to get into town, causing a free fight. No one was hurt very bad. It seems to me that there ought to be some kind of a law to prevent fighting liquor from being made.

Some of the boys have been out looking at the country west. Engineers Martin and Mur-

phey have been to Salt Lake, Utah. They report a good time.

R. J. List, fireman, has been down through Texas and Mexico, visiting an old uncle. He likes some parts of the country. Has been gone a month and a half and is fat and sassy.

T. J. Welch, fireman, is out in the west somewhere.

Business is rushing about the shop and is pretty good on the road now.

Engineers 784 and 739 have gone west to work and the 738 came back for a few repairs. 623 also came down with a broken driving box. She was taken in over the drop pit and fixed up and has gone back to her run. Engine 736 had water pipes put in, fire box to support brick arch and new rigging in front end in place of old diahhram plates. The same water pipes are being put in engines 662 and 740 with a new attachment. They have four 1½ inch flues in each end of fire box with a combination of pipes and cocks attached by means of which cold air can be injected in the fire box with steam.

Engine 736 had an accident at Victoria while coming up on train 2nd 211. A pin came out of throttle rigging inside dome. Engineer T. Mills let her run as far as she wanted to, then as she happened to stop on up grade he put on the air and held her. Engine 790 run down and brought train in and went on through with it.

This seems to be an unlucky time for some of the boys. Ernest Perigo was laid off because the throttle on 736 became disconnected. Cyrus Glick got a foot smashed by a chunk of coal, while assistant hostler at night.

Dave Yoder, night caller, slipped on one step on engine 353, falling on the other, and rupturing himself pretty badly.

E. Gifford, machinist helper, got a finger mashed, and J. Byrnes, fireman, fell from running board on engine 785 while come in on train 212 a little west of town breaking his right leg about the ankle and is somewhat the worse for wear other ways. Hope they will all be around in a few days ready for work.

The article headed, "Can Corporations Be Just," is a splendid article which I wish everybody would read.

The shops are still working short time and the merchants say business is dull. There is not much money floating around. Some of the men do not like it, others hope they will never work ten hours again, but then there is always some kicking any way. While some do not work many hours others are working long hours and every day, Sunday and all, no chance to get away at all without grumbling. I do not see why there could not be an extra gang. It would be small of course, but there are plenty of men that would like to work that way till they could do better, and then a man could lay off without so much trouble.

L. A. 2932 K. of L. had their election. Everything went off lovely, the officers with few exceptions being re-elected. Our F. S. is a dandy. The report shows one hundred in good standing. *Now right here I* want to say something about duties of members. All members understand we are organized for our own benefit, but few ever stop to think about others. The motto seems to be to get all you can in wages, and not one in a hundred ever think to ask for union made goods. As for that matter whether they are made by prison labor, child labor, half paid labor or what, just so they buy as cheap as possible. That is not right and is directly against our constitution, for we take a pledge to help and assist brothers to get employment and to reap a just reward for their labor. Now I could cite instances here where one brother would go right by another brother that wanted work and give some one else a little job—and not always a small one either—and where dollars and cents would not cut any figure in the case either. I know where a shoemaker had to drop out of the order on account of brothers getting work done on credit and then forgetting to pay up account, at the same time going by his shop and paying cash to another doing work at starvation wages. I claim that it is not right and ought not to be done. "In union there is strength," and when we have anything to buy we ought to find out who makes it and insist on having union made goods. If all would do that I believe in few years the largest part of industries would have more men and before a great while we would be well organized all over the country. Then we could have a word to say as to whether capitalists shall have their own way all the time or not. That is the way I think. Should like to here from others on that point. APEX.

CHEYENNE, Wyo., July 20, 1889.

Editor Magazine:

Cheyenne is slowly waking up, and there is "weeping and wailing and gnashing of teeth."

How few there are that relish the truth when it has a personal tendency. There are some very angry people in this neck of words and there are others that will be before the waking up process is over.

We have in our midst a person who is a laborer by occupation who is willing to receive all the benefits that may be derived from the organization and owing to his penurious and grasping nature is not willing to contribute his mite for the support of the same. This fellow sports a K. of L. pin when in holiday attire, and is guilty of loaning money at the usurious rate of two percent per month to the unfortunate ones that happen to be in need. How thankful we are there are so few of his calibre in our midst.

We have had our tournament and believe it was a success. Larimie was represented by as fine looking "hose team" as it has been our good fortune to see and in a "straight way" did fine work. The J. T. Clark team did not do so well this year owing to insufficient training and inability to get enough men with sufficient stamina to hold to the end. This team is composed mostly of shop boys. Credit should be given the faithful few who stood the test as those who acted the noble part of the friend need.

There was a little incident occurred here last month that will bear telling. It is well known that five hours constitutes a day's work on Saturday, provided the services of the men are not required for a longer period to keep up the necessary repairs required from each station. At this particular time the services of the men were heeded but it seemed as if all hands had a previous engagement and when the time came to reassemble, lo and behold, none were there. Our worthy foreman, thinking it a prearranged affair, was very indignant, and it is hoped for his spiritual good that his thoughts took the form of blessings on his humble servants.

The corner stone of the new shop was laid on the 10th with imposing ceremonies, assisted by the civil and military authorities. Let us hope the shops will prove a blessing to all and especially to those who earn their bread by the sweat of their brow. Among the many documents placed within the copper box was a copy of the Constitution of the General Assembly Knights of Labor and a copy of the By-laws of Local Assembly 2487 of Cheyenne. We sincerely hope that the generation which shall see the reopening of the recepticle in which they were placed will be enjoying in the fullest sense liberty for which we are struggling and will bless the organization as the means by which they obtained the end.

"Then let us be up and doing
With a heart for any fate,
Still achieving, still pursuing,
Learn to labor and to wait."

Will close with the above significant sentiment from Longfellow and with the fervent wish that it be adopted by all true Knights.

FAIR PLAY.

THE DALLES, Ore., July 18, 1889.

Editor Magazine:

In your last issue I see a correspondence from here in which the opinion in the shops here differ a great deal with your correspondent, therefore I would like to say a few words in benalf of our machine shop foreman, J. Taylor. He is an old resident of this place, and, contrary to your correspondent's criticism, is recognized as a first class machinist and a good man in general. He has been working in these shops off and on for the last ten years (this time over two years), and it is the opinion of most of the boys here that if Mr. Walsh had made that change long ago that both himself and the company would have been better off. But who can suit everybody?

On the Fourth of July the employes of the O. R. & N. company gave a picnic and excursion to Cascade Locks, and it proved a success, for the employes amusingly and the company financially.

In conclusion, I would advise those that are threatening to leave the Knights of Labor because there appears a letter in the MAGAZINE which they don't like to read the "Independent Workman" in the UNION PACIFIC EMPLOYES' MAGAZINE o April, 1888, and also to study the *Knights of Labor* preamble, then if they feel like *leavin the Knights of Labor*, why, good bye.

C.

DENVER, Colo., July 22, 1889.

Editor Magazine:

Working time was increased to-day to nine hours, but we are still to have the luxury of the Saturday half holiday.

The "Park" has begun to take on some of its old time activity, having all this month been making more than regulation time. By the way, it has lost its title of "The Park," having been sold on the 17th, though there was not much changing hands about it, and the company has been reorganized as the Denver, Leadville and Gunnison Railroad Company. There is no "Park" in that, and the old lettering on motive power and rolling stock is being changed to correspond with the new name, so there will be nothing left to recall to memory its old existence, though it will remain in the recollection of the old timers.

General Master Mechanic Cushing gave this place considerable attention last week, having stopped here several days, giving all a chance to get thoroughly acquainted with his general appearance, which certainly does not tend to make him enemies, and it must be said of him that he has the bearing and appearance of a mechanic, which acts to give relief and courage to men at this point.

The familiar face of F. Mertzheimer, now master mechanic on the Kansas division, was seen around on Saturday in company with Mr. Cushing, and many would be pleased to see him around as in former days, for while he had enemies enough there is one thing they never accused him of, and that was having pets, or that he was not a mechanic. There was no amboian proclivities about him.

Some officials were seen out at the junction with a tape line last week, and periodical shop building is talked again, but the talk of the past five years is talk yet, as far as the naked eye goes.

The political corruption of this State and city has been well exposed the past month, and by the newspapers of this city that did all that newspapers could do to elect the corruption into office that they now expose. The ex-police lieutenant has been tried for conspiracy to rob while in office, but the jury failed to agree. Other ex-officials were tried and acquited, but such will prove true as long as the same ring has charge of the court house and the empaneling of juries.

The Secretary of State and Sheriff and several prominent business firms have been indicted for defrauding the State out of thousands of dollars. It is question whether justice will get a chance at them, and if the same men should control the next control the next convention of their party and be renominated it is quite certain that they would have the support of the same newspapers now ventilating their acts. It is to be hoped that the thinking men of the State will now profit by what they hear and see, and not forget the source of corruption that the present uncovering of is making such a stench in the State. If our daily papers would act at all times with consistency, the people would have some confidence in them and the extent of the corruption now seen would not be repeated.

Mathew Welsh, a Union Pacific switchman, was killed in the yard here last Friday night, having caught his foot between the rails and was run over. The coroner's jury censures the company for not having the switches properly blocked.

Judge T. B. Stewart of this city has had the reputation of being a very liberal man, even in advance of his day, but he has ordered the editor and manager of one of the Denver papers before him to show cause why they should not be punished for contempt of Court, the contempt being a severe criticism of the Judge's acts. This looks very much like an attempt to suppress, as it a Judge should not be criticised. Such breaks as that is what will make the masses have contempt for both Judge and Court.

Wonder what commission the Sherman House proprietor pays the section foremen in the yard for boarders sent there. One forman at least informs new men he employs that they must board there, and if they do not they do not remain long.

UNION PACIFIC EMPLOYES' MAGAZINE.

VOL. IV. SEPTEMBER, 1889. No. 8.

FACT OR IDEAL.

Much has been written and spoken to show that the honest, industrious, faithful man will always succeed in life and his opposite in character fail; that the man who is faithful to his employer will surely advance.

Ideas based on such principles sound pretty and read smooth, but has not the practice of it been dying out and fast becoming a reminiscence of a past generation?

True, as it undoubtedly was when employer and employe were two men with consciences and reasoning faculties, can it be true when the man employer is gone and in his place a something, in the shape of a corporation; that having none of the faculties of the personal employer that at one time made it possible for the pretty pictures to be real, cannot possibly carry out its part of the programme.

A machine, that must act as a machine, and for the attainment of the object for which it is created; as merciless as any machine that would crush out the life or maim any hapless victim that might come in its way, either by accident or design, and drawing no lines at either age or sect. A machine created often by rascality, founded in fraud, that must ever act as such and more sure to reward and advance fraud than those it is less acquainted with.

The pretty picture of the industrial and financial advancement of the poor but honest, hard working, faithful orphan boy, or that of the mother's pride, who by strict honesty and industry rose to be the head of a great corporation, or to be Governor of the State or Mayor of the city, does not join well with the history of the methods used to rise and advance the average corporation, or with present political methods.

Truer to life is it when it reads of the poor but sharp scheming boy who was ready to take part in any move that had money for its object, regardless of the rights of others, or of the mother's pride who had no scruples as to what he would do so long as it would insure money success, and very little regard for the moral side of any affair, who fell in with a corporation, rose as by magic to the high and proud position of a superintendent, master mechanic or section foreman, to be held so long as he kept his acts in harmony with the side, ideas and schemes of others over him, or seeing the possibilities arising from ring methods in politics takes a part in them and finds himself an honorable(?) member of the Legislature for the purpose of casting a vote for a bigger ringster to go to the United States Senate.

The faithful man may now advance, but practice demonstrates on all sides that honesty and integrity bears no relations to it. Better that that part be a

be put on or off as the moral barometer indicates is demanded. Where the old relations of employer and employe still exist, and the competition with unscrupulous companies has not forced the employers into dishonest methods, honesty and integrity still plays its part.

As much as such conditions are to be regretted, and as far as it is from what the true scheme of life should be, it is the realer side of life.

It penetrates every part of society. Even the preachers of the gospel, if they retain their good salary and position, must curb their thoughts and talk as the ones who pay them wish. The command to teach cannot be regarded in the sense that it was given. The lawyer that would succeed must represent things as he knows they are not. What show for success has the merchant that would sell none but honest goods beside the one that cares not so long as he sells, and knows that cheapness brings buyers?

What chance for advance has the man on the rounds of a corporation ladder whose conscience demands of him that he treat those whose lot falls under him with fairness when the corporation cares nothing for justice so long as gain is the result, and demands that that be the first, last and only object in view?

What chance has the mechanic beside the one who knows the value of scheming and bends his energies to its perfect operation, finding that it fits with the plan of the one next above and that it lifts him up, temporary at least. Scheming and work both take time, and there is not time enough for both. As scheming is absolutely necessary for success under the present general average order of things, the one that advances will put in his *time scheming* and make work a secondary matter. The one who would act on honest, just principles stands back. The one thus advanced must continue to scheme to check the schemes of tho other fellows that he knows will be trying to scheme him out of his place.

If advanced to a political position and he does not continue to guard the path he came up in, how long will he remain? That man who was elected by the people to a political position on the strength of their thought that he would be true to them, but who proved false, gave the causes that actuated him and hundreds like him when he said, "One must look out for his bread and butter first."

The whole social, political, commercial and industrial system, as now conducted, reveals this condition. It is the facts. The ideals are found only in the imaginations of the story tellers.

So well are the real conditions rooted that only heroic methods will remove them; so close is it wedded to every part of society that those who are in high and powerful position, whose consciences has so revived as to force them to admit the extent of the evil are helpless. This is illustrated by the theory and practice of the Union Pacific's president. He only advocates reforms in the relations of railroad corporations to their employes, but those who would have to carry them out say they are impracticable. Why? Because the course to reach success in life as now practiced—the only one so many know—will not work with the reforms advanced, and for the same reasons many object to reform in the civil service.

The ideal side must be brought to the front, no matter now many present established ideas must fall by so doing, how many that are now rated as samples of success must fall before it. Surely the Knights of Labor is putting before

the world the first principle that they wish to advance—to make industrial and moral worth, not wealth, the true standard of individual and national greatness—took that which is necessary for the accomplishment of all other reforms. On it rests the whole moral frabic of society.

OVERTIME.

If shortening the hours of labor is a benefit to the masses the working of overtime must be an injury. All arguments in favor of a shorter days work are arguments against the system of working overtime.

All the advance that humanity has made or can ever expect to make, comes from the intellect. All advances record an improvement in the average reasoning and thinking qualities. The raising of the general knowledge of a people is absolutely necessary if their condition in life improves. This is an impossibility if they are dividing the time only between delving away at manual labor, eating and sleeping. Time must be had for mental improvement. If the whole time must be spent to exist, man would as well belong to the brute as the human family. To those who desire to see humanity elevated this is sufficient cause for shortening the hours of labor and the abolition of the overtime system, which is simply a lengthening of the hours of labor, and thus let humanity gain the advantages arising from labor saving machinery.

But there are numerous other economic reasons why overtime should be abolished, even if the regular working time is not, and certainly it must be if the reduction of the regular time is ever made general.

1. Overtime work is done when a man should be giving his body physical rest; it is done at night when it is impossible to work to advantage. A man so employed becomes careless in his work and his personal appearance. He loses thought of his own individuality. Long continued he becomes a physical and moral wreck. A condition that makes bad citizens; bad citizens injure every one.

2. Where large bodies of men are employed it is not given to all equally. This leads to dissatisfaction. Pay checks of some are large as compared with other. The selfish, and there are an abundance of them, complain of favoritism; generally justly, though if such was regarded in its true light it would be considered otherwise. Still it is given and received by many as a favor, and has its corresponding dissatisfying effect.

3. When a large amount of overtime is worked it is always offset in time by a general reduction order. Expenses have been high and must be reduced. Of course it was high; fifty per cent higher wages were paid for the overtime and for less work done for it. The greedy ones have neglected the regular work to be sure that they will be obliged, or asked to work overtime. Its tendency is to bring about just such an unjust condition for the employers. The reduction order falls on those as hard, or generally harder, that have tried to do their duty and objected to overtime, knowing its evil effects in the long run.

4. It tends to reduce wages. Big monthly pays are made, which are regarded simply as a month and not the length of time employed in the month. If kept up for several months in succession it shows that it is possible for men to put more exertion to their work in regular time if they have such a surplus to expend in overtime. The penurious employer sees in it a possibility for a general reduction of expenses by an increase of production from the same time paid for and acts accordingly. John Y.

ingston, the grumbling stockholder, basis his complaint of big wages to locomotive engineers on the big pay they draw, not the big pay per day, but by the month, when two and sometimes more days are made in one twenty-four hours. It is the same as with a long continued rush on piece work, which invariably brings down the piece price. The first argument advanced by the Union Pacific Superintendent, when asked why a reduction per yard was ordered on the paving cutters at Stout, was, "Do you know how much those men make some months?" All objections to it for shopmen apply to train and engine men. How much they are making per month is what is looked at. When sixty and more days are put in in one month and then have time to spare, it does not tend to raise or keep up wages. It indicates that one man has done more than two men's work. Some one has suffered for the loss of work while the one who did the work, in the long run, has gained nothing. When such things are encouraged by workingmen, it indicates that the only thought is selfish greed. If a man who has suffered for the want of the work did by one man should offer to do the work for less pay in order to get it he would be called a scab, but would no greater one than the one he replaced. General Manager Baldwin of the Kansas Central when he ordered the reduction on the engineers and firemen this Spring said that to offset it he would arrange the runs so that men could make just as large monthly pay, showing that the monthly pay had been well thought over by him, and also that he considered that so long as they made the same amount it would be just as satisfactory to the men.

5. It leads to dishonest transactions by petty bosses that are a *detriment to the* employers. A fore*man that wishes to* show a record of having employed men at a reduced rate per day, agree with some, who they call men, to allow them to make overtime sufficient to bring their pay check up to what it would be if paid at the larger rate, and they find many ready to jump to this. This makes a greater expense than if men, that would command the better rate, were employed. It gives them an opportunity to make a larger charge against another division by putting the overtime on to such work, whether it rightfully comes so or not.

6. A company loses all by overtime work at one period that it can possibly save by heavy retrenchments at another. For some months past the Union Pacific has had its force reduced and on short time. Now it is somewhat increased and overtime being worked, which Mr. Cushing had stopped to a great extent, and for which he should have the thanks at least of those who know the extent of the evil arising from it, and should have the co-operation of all organized men. But it is again becoming a general thing. For every hour they cut expenses they, in working overtime now, lose one-half hour, besides less efficiency, and it will not take long to lose all that has been gained. All workmen will agree that if as near as possible working time was kept at an equal average per diem they would be equally as well off even from a purely selfish financial basis, and it certainly can be so arranged that it would not be far from it.

The reactive evils are not so great with roadmen as shopmen for the reason that they mostly work under a piece work system, so long a run for so much money. The company pays for only what it is getting a return for, still the effects are bad enough, especially when men kick because they find at times they cannot make forty or more days per month, while there

are men making nothing equally as needful of it as they.

The system is encouraged by those who suffer greatest by its effects, the workmen themselves. Engineers work to get their runs so arranged that two of them can draw the pay that three men should share, even go as a committee to officials to ask for it. Shopmen wait around the shops after working hours to see if they will not be wanted or asked to work overtime. Some overtime around a railroad shop cannot be avoided but can be confined to running repairs.

The company would find that their repairs would be kept up as well or better than now and at less expense; workmen would find that their pay for a year would average much more; they would feel much better and would become more intelligent and better citizens. The company would find that much of it would be stopped without any orders if they would simply require that those making overtime lose time sufficient to make just regulation time, and keep extra trainmen sufficient to average full months only to each. Surely one man has no right to gorge while another starves, besides, by thus doing, they would have a surplus over present expenses from which to pay men, who well deserve it, an advance.

It is certainly to all interests to do it and gainers in a double sense. There would be less animosity between employes than is now seen, and the intellectual and moral qualities would be advanced.

T. B. STUART, a District Judge of Colorabo, has fined a Denver editor for contempt of his court, having criticized his rulings. This is suppression of a free press. It is only a straw, but it may be an indication of the way the wind will blow a gale before long. It should not pass unnoticed by the masses.

MAKING VAGRANTS BY LAW.

Any one who reads daily the news items from the daily press must be impressed with the inconsistencies in our social relations that are there exposed. How, through our governmental machinery, we try to suppress a social evil and by the operations of the same machinery manufacture or promote the growth of the same evil.

The majority of the misdemeanors that are punished in the Denver police court at the present time is the crime of vagrancy, or of being a tramp, many of whom are simply ordered to leave town. True, many of this class are vicious and bad, but conditions that have been forced on them is the cause and condition that would raise vicious feelings in most people.

The fact that this class multiplies when employment is scarce and decreases when it is plenty, is evidence that it is not from choice that men are found without means of support.

The Colorado Legislature at its last session created what is known as an Emigration Bureau, the duties of which are to advertise the State, to induce men from all parts of the world to come to Colorado. To be successful in that it must give glowing accounts of the prosperity that will fall to all that come. Special writers are employed for the purpose. What is done is reported in the press in big headlines. The police records and reports of the number of unemployed are either suppressed or made as small as possible, but the two reports can be read and shows the inconsistencies that arises in the operation of public affairs.

The number that are inquiring for real estate is shown fully, but the number that are asking for employment is not. The doings of the Real Estate Exchange finds a place, but the work of the charita-

ble associations in relieving the distress that they find among the unemployed is not.

The Emigration Bureau is operated entirely in the interests of speculators who have options on lands or are holding real estate for advances or renting purposes. The Emigration Bureau in no way helps to procure employment for men it may induce or bring to Colorado. In order to be successful it must misrepresent conditions. Like things are true of similar bureaus in other States. There is certainly no demand for labor in Colorado now, not enough to employe those now in its limits, nor is it gaining or even likely to faster than the natural increase, and from the uninduced emigration. Lawfully men are induced to emigrate, lawfully they are compelled to find employment when they have, but the law in no way assists them to find it.

If the police judge was to attempt to provide employment for those who are brought before him because they are not at work he could not, still he is compelled to punish them for what he knows well is impossible. If the Emigration Commissioner was asked to do so, or even indicate where employment could be had, he would fail. Surely a great injustice must rest somewhere.

If a State can punish a man for not working when there is no work for him, and does not offer such unemployed employment, it is certainly guilty of an injustice by inducing others to come, and using the money taken from the people already here for doing it. It is acting under false pretences and should be punished for its acts. It certainly by its acts makes men suffer for want of work. It thus makes the class it punishes for vagrants.

God hath yoked to guilt her pale tormentor—misery.—*Bryant.*

THE TELEGRAPHERS ON FEDERATION.

Our esteemed contemporary the *Weekly Telegrapher*, the official organ of the Order of Railroad Telegraphers, in a late issue devotes considerable space to what is now occupying the attention of railroad men—Federation.

It opposes federation, and as it speaks for an organized body of railroad men, it deserves attention. While we believe that the inconsistencies of its arguments can be shown, it is certainly pleasing to know that one arm of the great army of railroad men that does not wish to federate has an organ that has the moral courage back of it to speak out and say why. Get on one side of the fence at least. It says:

> We have no "crow to pick" with any other Order or Brotherhood and would be glad to see them succeed in upbuilding their several organization, and our Order will gladly do anything that it *honorably* can to assist our fellow laborers; but we cannot consistently advise our constituency to do that which is prejudicial to their interests and in direct violation of their obligation to their employers. As we understand the proposed federation of railway organizations, it is for the purpose of forcing employers to submit to such demands as may be made by any one organization of the federation, by the combined action of all. In other words a general strike of all classes of railway employes would be ordered as a last resort if differences could not be adjusted otherwise. In order to insure the success of this plan it is necessary that there should be an identity of interest of the various classes represented in the proposed federations. We ask are the interests and duties of switchmen and engineers, brakemen and commercial telegraphers, conductors and railway telegraphers, firemen and station agents, train dispatchers and section foremen, in any way identical? How would the public receive the announcement that the employes of every railway in the country were about to engage in a strike because the employes of the Chicago office of the Western Union Telegraph Company were not paid schedule wages? Do you suppose for a moment that the public press or public opinion would endorse such a movement?

A federation will certainly never

ask any person or persons to do anything dishonorable. If they are willing to do anything honorable to assist fellow laborers, all that federation will do will be to cause them to do that more effectively and at the right time. It expresses an erronious idea as to the purposes of a federation; it is not to force employers to submit to such demands made by one organization, but that justice be done and which all the federated bodies, after every method that human reason can conceive has proven the justice of the demand. Federation is not for striking purposes so much as it is for the prevention of strikes.

The interests that federation will look after are identical between all classes of railroad employes and all laborers the world over. A hungry telegrapher needs the same assistance that a hungry section man does, and the same prevention of injustice in any form. There is no argument in the illustration of a supposed strike of railroad men because of a Western Union office. That is outside of the intended reach of federation, where it would not be effective, and there is no sense or reason in supposing it, even for an argument.

The identity of interest lays in the principle that "An injury to one is the concern of all." There is a wonderful fellow feeling between men who have been reduced in pay, unjustly discharged or otherwise oppressed, and railroad telegraphers have suffered as much in that line as any class of workmen that we have heard of. We doubt if the *Telegrapher* wishes to be understood in the sense that the universally condemned statement "There is nothing in common between the one-dollar-a-day man and the three-dollar-a-day man" was intended, for the average pay of the telegraphers will not admit of it.

The *Telegrapher* says further that an operator would have to betray messages confided to him. That would be dishonorable, and it certainly must admit that there are honorable men in the various organizations that would federate that would not allow that, besides they do not have the opportunity when ciphers are so largely used. The *Telegrapher* says further:

Another great objection, and in our opinion the greatest of all, is that it places in the hands of a few individuals selected from the organizations composing the federation the power to control, for weal or woe, the interests and prosperity of the employes and their families, of the greatest industry in our country. It gives a few men the power to say how, when and where each member shall gain his livelihood. It gives these men the power by one stroke of the pen to undo and ruin all that has been accomplished by years of faithful service. It gives them the power to bring want and poverty to the door of thousands of happy homes. It gives them the power to decide that which every man should be privileged to decide for himself, how he shall best support his family. We cannot afford to entrust such vast powers in the hands of a few men. Any organization which takes from its members their rights as American citizens and bestows them upon a few men called an Executive Committee must in the end expect to meet with defeat. If men were entirely honest, if they were devoid of passion, errorless in judgment, and in short perfect in all respects this might do; but alas, the experiences of the past have taught us that those in whom we have placed confidence have proved unworthy and incompetent, and as a result many a parent has seen his children begging for bread, because his trust was misplaced. We believe that every individual has the right to say when he will work and when he will not, and that he only has the right to, and if an injustice is done him that he should be the one to cease his labor if the grievance is not redressed, but in no case should he, or any other person have the power to demand that others who have no injustice done them shall sacrifice their positions. If necessary the helping hand should be held out to him until he could be placed in another position where he would receive justice. It would be far better to support him and his family until such a time as he could care for himself than to take the chances of bringing want and misery upon those who would thus be made powerless to assist him. It is but

natural that laborers of all classes should sympathize with those who are unjustly dealt with, and we fear that this feeling has been taken advantage of in the past, and by appeals to the passions rather than reason, many have been led into useless conflicts, which instead of bettering the cause of labor only injured it. If we profit by the experiences of the past, we will weigh our actions before uniting with any organization, and consider what result the promulgation of its fundamental principles will bring. The great trouble in the past has been that too little thought has been given to matters pertaining to organization, and the membership have been too willing to obey any order which might be given by their officials, regardless of consequences to themselves or their fellow workmen.

Federation does not place in the hand of the few the weal or woe of the many, but it is a banding together of the many that the few may not deal unjustly with one of its numbers. It allows its leaders to act only as the masses direct.

The *Telegrapher* being an organ of an organization must believe in them. Believe that there are causes existing that makes them necessary, unless, one by one, each fall a victim in a contemptible struggle. Believing, as it must, in organization it certainly must believe in the need of discipline and the laws necessary for it to exist, that must give the few the execution of the wish of the many. It can give them no more power.

If, as the *Telegrapher* says, men were entirely honest there would be no need of organization, no need of federation. We shall hail the day that "every individual" can say "when he will work and when he will not." He now has the right, but only a comparative few have the power to exercise it; being obliged to work they are compelled to accept any condition put on them. It is to relieve this that has caused men to join hands for the common defense. Man has found that standing alone he is made to suffer. Organization assists one another. In federation organizations assist one another.

The *Telegrapher* may know how to "place a man in another position where he would receive justice" without any trouble, but there are tens of thousands of fellow laborers in the world that have failed to find a practical method except by thorough organization, to whose demand justice will come. It is fear of the whip that causes many a child to act good.

The railroad telegrapher's pay averages very low, about third, besides long working time. They certainly have arduous duties to perform. If it is ever to be raised to what they are justly entitled to it must be by united effort. No company will give more than they are obliged to, to get the service. Justice they do not consider, it is money, but they have great respect for power. That, coupled with a just demand, receives attention. There is no one class of railroad employes, no matter how thoroughly organized, that has sufficient power to compel a company to consider what is just, but the several together have. It is for this that federation is advanced. No one needs it more than the telegraphers. It removes the possibility of injustice being inflicted either on men or company, for one organization cannot strike, under federal rule, till the justice of its demand is thoroughly considered by all others. Thus hasty strikes are prevented. But should it decide that it is just no strike would likely follow; its power being practically invincible the demand would take the form of a request and be granted without delay.

No class of men on a railroad can strike without injuring all others to a greater or less extent. It matters not whether the strikers have a just cause or not. Federation will prevent the possibility of others being injured by an unjust strike, and puts each to act for his fellows as the golden rule directs.

It is true "too little thought has been given to matters pertaining to organization." Federation means more thorough organization. It has its best illustration in the Federation of the United States of America. Each governs its own internal affairs, but all guarantee protection to each.

The Attorney General has rendered a decision that virtually annuls the Chinese Restriction act by ruling that they can land for the purpose of passing through the country. This is sufficient for the wily heathen.

After all the agitation against the admission of the Mongolian, the days spent in long debate by Congress in passing a law, it can all come to nought by one man's opinion if the right kind of a man is allowed to reach a position that gives him the power. Such should go to show the masses how deep their vigilance must go if they do not lose all they gain in one direction by inattention to events in another. The Attorney General was appointed, not elected, but votes gave the appointing power. In trying to stop an imaginary or feared loss at one point they leave the way open for a loss at another. It is dangerous to trust to any one that is known to have a drop of enemies blood in his veins, or is likely to have been tainted by too close contact with them. No matter what a man may promise he is most likely, as a rule, to act in the direction that his sympathies lay. This applies to governmental affairs as well as individual. People who act on the idea that their interests lay opposite to others can never find common ground to meet on or to join hands on without danger to those other interests.

Some people think it is to their interest to allow the Chinese to come here. Others believe opposite. Still these two classes think that they can come together and vote for the same kind of officials. The decision of the Attorney General illustrates what sometimes arises.

LABOR DAY will be celebrated by organized labor throughout the United States. Organized labor is responsible for its creation, and to them the responsibility lays of making it what was intended, that all workmen might meet and improve fraternal relations, that the wheels of industry may rest while a day is given to call the attention of all to the needs of laborers, to the fact that they have interests that must be maintained, which have in the past been crushed to earth. If the day is to be given to the mere seeking of pleasure and picnics with a bar as its main feature there is a question if the day for labor's interest had better never been established. It is by the sobriety and thoughtfulness, exampled by the acts of those in whose interests it was created, that the good may come. The example of the celebrations held at Denver the past two years has been degrading rather than elevating. The clank of the beer glasses drowned the voice of the speakers of the day. Labor was never elevated by the sale of beer nor never will be.

Unless the church of Jesus Christ rise up and proves herself the friend of the people as well as the friend of God, and in sympathy with the great masses, who, with their families at their backs, are fighting this battle for bread, the church as at present organized will become a defunt institution, and Christ will go down again to the beach and invite twelve plain, honest fishermen to come into an apostleship of a new dispensa of righteousness manward and God The time must come when all cla people shall have equal rights great struggle to get a livelihoo madge.

IRELAND.

[After the German of Ferdinand Freiligrath. Translated for the MAGAZINE by R. C. Cordes, Denver, Colo.]

The boat swings to a rusty chain;
  The sail, the oar, of use no longer;
The fisher's boy died yester-e'en
  And now the father faints with hunger.
Pale Ireland's fish is landlord's fish,
  It gives him costly food and raiment;
A tattered garb, an empty dish,
  These are the mournful fisher's payment.

A pastoral sound is on the wind,
  With kine the roads are thronged—O pity,
A ragged peasant crawls behind,
  And drives them to a seaport city.
Pale Ireland's herds the landlord claims—
  That food which Paddy's soul desireth—
That which would nerve his children's frames,
  The landlord's export trade requireth.

To him the cattle are a fount
  Of joy and luxury never scanty;
And each horned head augments the amount
  Which swells for him the horn of plenty.
In Paris and in London town
  His gold makes gaming tables glitter,
The while the Irish poor lie down
  And die like flies in winter bitter.

Halloh! halloh! the chase is up!
  Paddy rush in—be not a dreamer!
In vain, for thee there is no hope,
  The game goes with the earliest steamer!
For Ireland's game is landlord's game—
  The landlord is a large encroacher!
God speed the peasant's righteous claim,
  He is too feeble for a poacher!

The landlord cares for ox and hound,
  Their worth, a peasant's worth surpasses!
Instead of draining marish ground,
  Old Ireland's wild and drear morasses—
He leaves the land a boggy pen,
  With sedge and useless moss grown over;
He leaves it to the water hen,
  The rabbit and screaming plover.

Yes, 'neath the curse of Heaven, of waste
  And wilderness, four million acres!
To you, corrupt, outworn, debased,
  No wakening peals prove slumber breakers!
Oh! Irish land is landlord's land,
  And therefore by the wayside dreary
The famished mothers, weeping, stand,
  And beg for means their dead to bury.

A wailing cry sweeps like a blast
  The length and breadth of Ireland thorough;
The west wind which my casement passed
  Brought to mine ear that wail of sorrow.
Faint as a dying man's last sigh,
  Came o'er the waves, my heart string searing,
The cry of woe, the hunger cry;
  The death cry of poor weeping Erin.

Erin! she kneels in stricken grief,
  Pale, agonized, with wild hair flying,
And strews the shamrock's withered leaf
  Upon her children, dead and dying.
She kneels beside the sea, the streams,
  And by her ancient hills' foundations—
Here, more than Byron's Rome beseems
  The title, "Niobe of Nations."

THE TELEGRAPH MONOPOLY.

Private monopolies are contrary alike to the spirit of English law and American institutions, and must be pronounced odious. There is no place for them among a liberty loving people, and the attempt to reconcile us to them is as difficult as to fit a square pin into a round hole. One thing has been decided beyond all doubt: private monopolies cannot be left unregulated and uncontrolled. The attempt to do that has been definitely abandoned in the United States; but it cannot be said that regulation and control have worked satisfactorily. Regulation and control mean interference of government in private affairs—a bad thing, complicating government and opening the flood gates of corruption. Private monopolies are, at this moment, the cause of that perpetual interference of the government which we witness all about us, and are the most fruitful cause of corruption in public life; incomparably more so than the government management and ownership of public business. To deny this seems to me simply a confession of profound ignorance of what is passing about us and among us daily. A bill is brought into the Legislature to regulate the price of gas supplied by a private company, and this at once brings about a conflict between the public interest and a powerful private interest. It involves, in its very nature, a strong and often irresistible temptation to bribery and corruption, and that in two ways. On the one hand, monopolies attempt to prevent unjust legislation by abundant use of money, and, indirectly, by the bestowal of special favors and privileges, such as passes on railways, opportunities to buy stock or presents of stock, freight rebates, telegraph franks given to members of Congress, and so forth. On the other hand, unscrupulous legislators bring in bills attacking corporations, purposely to be bought off, so

that otherwise upright men are almost forced to use money improperly to protect themselves and those whom they represent. Between the two currents political life becomes demoralized, as is well known, and the chief cause is the private monopoly. Corruption inheres in its very nature, in its very essence. It is a bad thing and must remain such. Why dwell on this? Does not one of the most powerful, and in some respects one of the most admirable, corporations of the United States maintain, as a regular part of its business, a corruption bureau to manipulate and purchase legislatures? Do not street car and gas companies perpetually interfere in politics? Is there not a prominent city in our West in which both Republican and Democratic members of the council are nominated by a private street car company? Do not lobbies supported by corporations steal bills from House and Senate files? After a bill regulating the price of gas had been stolen from the Senate files in Maryland, was it not necessary for Governor Jackson to go to the State House and watch a new bill pass with his own eyes and sign it then and there, lest it should be stolen?

The public monopoly is at any rate the lesser of the two evils. Doubtless that is not an ideal thing; doubtless we shall not for a long time find perfection. What we want is simplification in public business, and this is promoted every time a private monopoly is abolished by the substitution of a public monopoly. How simple the postoffice business! How few opportunities, comparatively, it offers for fraud! How complex, how intricate, how passing ordinary understanding, the relations between our governments and our railway corporations!

It is on account of these reasons that I desire government monopoly of the telegraph business, and I will at once state why it is desirable that a government should purchase existing lines rather than compete with other lines, in particular with the Western Union.

First, *the competition* by the government *with existing* lines would increase the expense of the telegraph service, and would thus occasion a loss which would be by no means counterbalanced by the fact that lines could be constructed more cheaply than purchased. The private companies would make a fight for business between great centres, and would take away some of the most profitable business, while they would leave all the poor business for the government lines. This would necessitate higher rates than would be requisite under public monopoly. Why can the government carry a letter three thousand miles for two cents? Because it has a monopoly. Again, any private company would certainly resort to corrupt measures either to ward off government competition or to moderate it. Can any one fail to see the hand of private express companies in many of our postoffice laws and regulations? Why does our Federal Government send newspapers for publishers for a cent a pound and require sixteen cents a pound for merchandise? Why does it add to excessive charges for that business which competes with express companies, annoying and absurd regulations? Such things are unknown where powerful express companies do not exist.

Competition between government enterprise and private enterprise has been tried in the railway business in Germany and elsewhere, but has not been satisfactory, and has generally been abandoned.

Some cry "paternalism" when government telegraphy is mentioned. This word "paternalism" has become a prize bogey with which to frighten the unthinking. The state is not something above us, doing something for us. It is one kind of co-operation. It shows greater self-reliance to provide a telegraph service for ourselves than to say that "we are so dishonest and inefficient in government methods that we dare not trust ourselves. Will not some rich men kindly provide us with a good telegraph system, and please give us cheap rates?" It has always seemed to me that those who call government enterprise "paternalism" have never become real Americans. It is beginning to be seen that such desig-

long distances our government sends letters as cheaply as any country and more cheaply than some countries.

Many of these countries, it should be further remembered, derive a net revenue from the telegraph, which enables them to lessen taxation by so much. The English telegraph has not yielded net revenue because the policy of England has been to reduce rates and improve service rather than to seek profits. It now about pays expenses, and if the recent rapid increase of revenue continues, the English telegraph will also soon yield net revenue to the public treasury.

It has been urged that a private telegraph company is responsible for errors, but business men say that this nominal legal responsibility is actually a farce. Moreover, government can, if it is desired, make itself responsible for errors. On the continent of Europe the post-office pays damages if a registered letter is lost.

Finally, a world telegraph union has been discussed, and it would bring great advantage, as has the Universal Postal Union; but the chief obstacle in the way has been the private telegraphs of the United States. If we, in this country, buy the private lines and establish a public service, a world telegraph union will soon be formed, and that will be another one of those bonds which unite nations and make for international peace. —*Richard T. Ely in North American Review.*

KEEPING AT IT.

It is a great mistake to suppose that the best work of the world is done by people of great strength and great opportunities. It is unquestionably an advantage to have both these things, but neither of them is a necessity to the man who has the spirit and the pluck to achieve great results. Some of the greatest work of our time has been done by men of physical feebleness. No man has left a more distinct impression of himself on this generation than Charles Darwin, and there have been few men who have had to struggle against such prostrating ill health. Darwin was rarely able to work long at a time. He accomplished his great work by having a single aim, and putting every ounce of his force and every hour of his time into the task which he had set before him. He never scattered his energy, he never wasted an hour, and by steadily keeping at it, in spite of continual ill health and of long intervals of semi-invalidism, he did a great work, and has left the impression upon the world of a man of extraordinary energy and working capacity. Success is rarely a matter of accident, always a matter of character. The reason why so many men fail is that so few men are willing to pay the price of self-denial and hard work which success exacts.—*The Christian Union.*

Rumors are in circulation that Eastern capitalists and the absorbing reverends will petition Congress next Fall to repeal the Chinese Exclusion Act. The former claim that their commercial relations with China are strained on account of that wholesome law, while the latter cannot, as heretofore, save as many souls of the heathen, and allege that the dwellers of the great celestial Empire make soul-saving a burden to the missionary. With material collected in China, Congress must be convinced, if not hoodwinked, that the interests of a few moneybags and "reverends" overbalance the welfare of the masses. It seems as if the vast majority of our reverends cannot keep pace with the progress of our age. Doesn't business and religious interests coincide here most wonderful? Wouldn't these reverends benefit mankind more by laying a sound foundation in the minds of our people, teachings which would enable the coming generation to be the guardians of our liberties? We fear that progress in all social and economical questions cannot be expected from ecclesiastical sources. The past and present proves this most conclusive. R.

We often repent of what we have said, but never of that which we have not said.—*Thomas Jefferson.*

SHEER SELFISHNESS.

Upon several occasions during the past three years efforts have been made to mislead the public as to the attitude of the Knights of Labor upon the eight hour question. Some of the enemies of the organization, who pose as leaders of thought upon the labor question, even going so far as to throw the blame of the failure of the attempted general eight hour movement of two years ago on the Knights. The Knights of Labor believe that the eight hour system can only be brought about by education and patient agitation. They also believe that one step, and a very valuable one in that direction, could be accomplished by the passage of laws establishing that system in governmental employment. Through the efforts of District Assembly No. 66, of Washington, D. C., resolutions have repeatedly been introduced into Congress calling for a strict enforcement of that law. This was done for two reasons. First, that it was a good thing as a sanitary measure; and, second, because the two hours extra work would furnish employment for the surplus help unemployed in the District. Yet, in the face of these resolutions, the Chairman of the Labor Committee of the last House, Hon. John J. O'Neil, when he asked for labor legislation, was repeatedly asked by his fellow members in the House: "What is the use of enacting laws for these labor men; they will not live up to it when they get it. You have the eight hour law in the Government Printing Office, and the officials of that department will tell you that the men are every day begging for the privilege of working overtime." Not long ago a committee of these same printers came before Congress asking that they be allowed the same privileges as other government employes, viz.: thirty days' leave on full pay, claiming as a sanitary measure it was needed. Recently, while in Washington, we were informed that the privilege of working those thirty days had been tendered them by the officials of that department of the government, and that out of the 2,200 printers working for the government 400 of them had taken their leave of thirty days as guaranteed them by law, and that the other 1,800 had worked their full twelve months and had drawn from the government thirteen months' pay. There are human hogs in this world, and these 1,800 men may be safely classed among them. We were also informed that there were sixteen women compositors employed by the government, and that every one of them took their leave of absence. In this case we have to say that the sixteen women were better men than the 1,800 male employes.—*Journal of United Labor.*

INTEMPERANCE AND WAGES.

The slur has often been flung in the workingman's face that if he did not adict himself to the use of liquor he would be better off in every way, and find his wages ample enough to live in comfort. That there is a good deal of truth in this, workingmen themselves will admit, but it is not so entirely true as those employers who use it would have the people believe. None deny that intemperance causes poverty and misery to a workingman and his family, and the lower his wages the greater that misery, but it is a mistake to aver that their miserable condition is caused first by drunken habits and not by low wages, or that the former causes more misery than the latter. An English writer on this subject wisely observes that the poor condition and the low wages which workingmen are born into, spreads more intemperance and poverty than does intemperance bring about poverty among than class. If over ready critics would consider how they work year in and year out at low wages, never getting ahead, those critics would see how natural it is for them to sink disappointment and get some enjoyment out of life by taking drink. More drunkards of workmen are caused by the misery of their lot and low wages than do workmen bring misery on themselves by mere passion for drink, for it is seldom that a man who is well paid for his daily work and lays money aside will take to drink.—*The Laster.*

LEGAL DEPARTMENT.

CONSTITUTION OF THE UNITED STATES.

[CONTINUED FROM LAST MONTH.]

ART. III.—THE JUDICIAL DEPARTMENT.

SEC. 1.—*The United States Courts.*—The judicial power of the United States shall be vested in one Supreme Court, and in such inferior courts as the Congress may from time to time ordain and establish. The judges, both of the Supreme and inferior courts, shall hold their offices during good behavior, and shall, at stated times, receive for their services a compensation, which shall not be diminished during their continuance in office.

SEC. 2.—*Jurisdiction of the United States Courts.*—First Clause.—The judicial power shall extend to all cases, in law and equity, arising under this Constitution, the laws of the United States, and treaties made, or which shall be made, under their authority; to all cases affecting ambassadors, other public ministers, and consuls; to all cases of admiralty and maritime jurisdiction; to controversies to which the United States shall be a party; to controversies between two or more States; between a State and citizens of another State; between citizens of different States; between citizens of the same State claiming lands under grants of different States, and between a State, or the citizens thereof, and foreign States, citizens or subjects.

Second Clause.—In all cases affecting ambassadors, other public ministers and consuls, and those in which a State shall be a party, the Supreme Court shall have original jurisdiction. In all the other cases before mentioned, the Supreme Court shall have appellate jurisdiction, both as to law and fact, with such exceptions and under such regulations as the Congress shall make.

Third Clause.—The trial of all crimes, except in cases of impeachment, shall be by jury; and such trial shall be held in the State where the said crimes shall have been committed; but when not committed within any State, the trial shall be at such place or places as the Congress may by law have directed.

SEC. 3.—*Treason.*—First Clause.—Treason against the United States shall consist only in levying war against them, or in adhering to their enemies, giving them aid and comfort. No person shall be convicted of treason unless on the testimony of two witnesses to the same overt act, or on confession in open court.

Second Clause.—The Congress shall have power to declare the punishment of treason, but no attainder of treason shall work corruption of blood, or forfeiture except during the life of the person attainted.

ART. IV.—MISCELLANEOUS PROVISIONS.

SEC. 1.—*State Records.*—Full faith and credit shall be given in each State to the public acts, records, and judicial proceedings of every other State. And the Congress may by general laws prescribe the manner in which such acts, records, and proceedings shall be proved, and the effect thereof.

SEC. 2.—*Privileges of Citizens.*—First Clause.—The citizens of each State shall be entitled to all privileges and immunities of citizens in the several States.

Second Clause.—A person charged in any State with treason, felony, or other crime, who shall flee from justice, and be found in another State, shall on demand of the Executive authority of the State from which he fled, be delivered up, to be removed to the State having jurisdiction of the crime.

Third Clause.—No person held to service or labor in one State, under the laws thereof, escaping into another, shall, in consequence of any law or regulation therein, be discharged from such service or labor, but shall be delivered up on claim of the party to whom such service or labor may be due.

SEC. 3.—*New States and Territories.*—First Clause.—New States may be admitted by the Congress into this Union; but no new State shall be formed or erected within the jurisdiction of any other State; nor any State be formed by the junction of two or more States, or parts of States, without the consent of the Legislatures of the States concerned as well as of the Congress.

Second Clause.—The Congress shall

have power to dispose of and make all needful rules and regulations respecting the territory or other property belonging to the United States; and nothing in this Constitution shall be so construed as to prejudice any claims of the United States, or of any particular State.

SEC. 4.—*Guarantees to the States.*—The United States shall guarantee to every State in this Union a republican form of government, and shall protect each of them against invasion; and on application of the Legislature, or of the Executive (when the Legislature cannot be convened), against domestic violence.

ART. V.—POWERS OF AMENDMENT.

The Congress, whenever two-thirds of both Houses shall deem it necessary, shall propose amendments to this Constitution, or, on the application of the Legislatures of two-thirds of the several States, shall call a convention for proposing amendments, which, in either case, shall be valid, to all intents and purposes, as part of this Constitution, when ratified by the Legislatures of three-fourths of the several States, or by conventions in three-fourths thereof, as the one or the other mode of ratification may be proposed by the Congress: provided that no amendment which may be made prior to the year one thousand eight hundred and eight shall in any manner affect the first and fourth clauses in the ninth section of the first article; and that no State, without its consent, shall be deprived of its equal suffrage in the Senate.

ART. VI.—PUBLIC DEBT, SUPREMACY OF THE CONSTITUTION, OATH OF OFFICE, RELIGIOUS TEST.

First Clause.—All debts contracted and engagements entered into, before the adoption of this Constitution, shall be as valid against the United States under this Constitution, as under the Confederation.

Second Cl use.—This Constitution, and the laws of the United States which shall be made in pursuance thereof, and all treaties made, or which shall be made, under the authority of the United States, s hall be the supreme law of the land; and t he judges in every State shall be bound *thereb y, anything* in the Constitution or laws of any State to the contrary notwithstanding.

Third Clause.—The Senators and Representatives before mentioned, and the members of the several State Legislatures, and all Executive and Judicial officers, both of the United States and of the several States, shall be bound by oath or affirmation to support this Constitution; but no religious test shall ever be required as a qualification to any office or public trust under the United States.

ART. VII.—RATIFICATION OF THE CONSTITUTION.

The ratification of the conventions of nine States, shall be sufficient for the establishment of this Constitution between the States so ratifying the same.

AMENDMENTS.

Proposed by Congress and Ratified by the Legislatures of the Several States, Pursuant to the Fifth Article of the Original Constitution.

ART. 1.—*Freedom of Religion.*—Congress shall make no law respecting an establishment of religion, or prohibiting the free exercise thereof; or abridging the freedom of speech, or of the press; or the right of the people peaceably to assemble, and to petition the government for a redress of grievances.

ART. 2.—*Right to Bear Arms.*—A well regulated militia being necessary to the security of a free State, the right of the people to keep and bear arms shall not be infringed.

ART. 3.—*Quartering Soldiers on Citizens.*—No soldier shall, in time of peace, be quartered in any house without the consent of the owner, nor in time of war but in a manner to be prescribed by law.

ART. 4.—*Search Warrants.*—The right of the people to be secure in their persons, houses, papers, and effects, against unreasonable searches and seizures, shall not be violated, and no warrants shall issue but upon probable cause, supported by oath or affirmation, and particularly describing the place to be searched, and the persons or things to be seized.

ART. 5.—*Trial for Crime.*—No person shall be held to answer for a capital, or otherwise infamous crime, unless on a presentment or indictment of a grand

jury, except in cases arising in the land or naval forces, or in the militia, when in actual service in time of war or public danger; nor shall any person be subject for the same offence to be twice put in jeopardy of life or limb; nor shall be compelled in any criminal case to be a witness against himself, nor be deprived of life, liberty, or property without due process of law; nor shall private property be taken for public use without just compensation.

ART. 6.—*Rights of Accused Persons.*—In all criminal prosecutions, the accused shall enjoy the right to a speedy and public trial by an impartial jury of the State and district wherein the crime shall have been committed, which district shall have been previously ascertained by law, and to be informed of the nature and cause of the accusation; to be confronted with witnesses against him; to have compulsory process for obtaining witnesses in his favor, and to have the assistance of counsel for his defence.

ART. 7.—*Suits at Common Law.*—In suits at common law, where the value in controversy shall exceed twenty dollars, the right of trial by jury shall be preserved, and no fact tried by a jury shall be otherwise re-examined in any court of the United States than according to the rules of the common law.

ART. 8.—*Excessive Bail.*—Excessive bail shall not be required, nor excessive fines imposed, nor cruel and unusual punishments inflicted.

ART. 9.—*Rights Retained by the People.*—The enumeration in the Constitution of certain rights shall not be construed to deny or disparage others retained by the people.

ART. 10.—*Reserved Rights of the States.*—The powers not delegated to the United States by the Constitution, nor prohibited by it to the States, are reserved to the States respectively, or to the people.

ART. 11—The judicial power of the United States shall not be construed to extend to any suit, in law or equity, commenced or prosecuted against one of the United States by citizens of another State, or by citizens or subjects of any foreign State.

[ART. 12.—For the twelfth amendment see last month's MAGAZINE, page 209.]

ART. 13.—*Slavery.*—Sec. 1.—Neither slavery nor involuntary servitude, except as a punishment for crime, whereof the party shall have been duly convicted, shall exist within the United States, or any place subject to their jurisdiction.

Sec. 2.—Congress shall have power to enforce this article by appropriate legislation.

ART. 14.—Sec. 1.—All persons born or naturalized in the United States, and subject to the jurisdiction thereof, are citizens of the United States and of the State wherein they reside. No State shall make or enforce any law which shall abridge the privileges or immunities of citizens of the United States; nor shall any State deprive any person of life, liberty, or property, without due process of law, nor deny any person within its jurisdiction the equal protection of the laws.

Sec. 2.—Representatives shall be apportioned among the several States according to their respective numbers, counting the whole number of persons in each State, excluding Indians not taxed. But when the right to vote at any election for the choice of electors for President and Vice President of the United States, Representatives in Congress, the Executive and Judicial officers of a State, or the members of the Legislature thereof, is denied to any of the male inhabitants of such State, being twenty-one years of age, and citizens of the United States, or in any way abridged, except for participation in rebellion or other crime, the basis of representation therein shall be reduced in the proportion which the number of such male citizens shall bear to the whole number of male citizens twenty-one years of age in such State.

Sec. 3.—No person shall be a Senator or Representative in Congress, or elector of President or Vice President, or hold any office, civil or military, under the United States, or under any State, who, having previously taken an oath, as a

member of Congress, or as an officer of the United States, or as a member of any State Legislature, or as an Executive or Judicial officer of any State, to support the Constitution of the United States, shall have engaged in insurrection or rebellion against the same, or given aid or comfort to the enemies thereof. But Congress may, by a vote of two-thirds of each House, remove such disability.

Sec. 4.—The validity of the public debt of the United States, authorized by law, including debts incurred for payment of pensions and bounties for services in suppressing insurrection or rebellion, shall not be questioned. But neither the United States nor any State shall assume or pay any debt or obligation incurred in aid of insurrection or rebellion against the United States, or any claim for the loss or emancipation of any slave; but all such debts, obligations, and claims shall be held illegal and void.

Sec. 5.—The Congress shall have power to enforce, by appropriate legislation, the provisions of this article.

ART. 15.—Sec. 1.—The right of citizens of the United States to vote shall not be denied or abridged by the United States, or by any State, on account of race, color or previous condition of servitude.

Sec. 2.—The Congress shall have power to enforce this article by appropriate legislation.

THE ANNUAL PRESENT FRAUD.

Last month we offered a little advice to, and mildly remonstrated with the rank and file of railroad men for imposing upon people, and now we want to belabor them again for being imposed upon.

How many of you pay out from $1 to $10 per year for presents to some one—generally far better able to buy presents than you are? A good many, we will warrant. How many gold watches, silver sets, etc., have your superintendents, master mechanics and other officers got at your hands? How many have you got at theirs?

When an official leaves the service who *has been a particularly fair* and just man *in his dealings* with the men under his orders, we have no objection to seeing him receive some substantial reminder of the esteem the men have for his management; but the idea of making Christmas or any other presents to officers in the service, should be frowned down by the men and killed entirely by the officials themselves.

There are not only too many men willing to start such lists, but there are altogether too many foremen and master mechanics about our shops that encourage and aid in such work. The next time there is a list stuck under your nose, asking you to contribute to the purchase of a watch or a diamond stud for some official who gets about four times as much pay as you do, just say to the *lister* that you don't believe in "standing in" in that way, and won't give a cent; and when a list is passed for some unfortunate coemploye or his family, don't plead poverty, but invest your present money in charity—it will return to you after many days—the present never will.

This present business goes to extremes sometimes. We recently dropped into a roundhouse with an engineer just getting in off a night run, and the night forman flashed a list on him. It was to purchase a suit of clothes for a certain minister in the village, and was headed by the master mechanic for $5 and the foreman for $1. This was to bait the men. Our engineer read the foreman a lecture; said that the master mechanic was the only employe of the company who belonged to that particular church, and told him to tell the master mechanic in the morning that if the list was passed among the men he should go to the general manager about it.

This engineer had considerable moral courage, and told us afterward that he intended to break up that present business, the pay car seldom passing without a case coming up. He called it "the invisible blackmail."

Subscription lists for charity are noble monuments of man's humanity. Subscription lists for presents for officials in office are humiliating evidences of man's degradation and weakness. Put your shoulder behind the one and your foot upon the other.—Locomotive Engineer.

MECHANICAL DEPARTMENT.

DRILLING CAST IRON.

Mr. L. B. Breckenridge, the instructor in mechanical engineering in the Lehigh University has lately been making some experiments for the determination of the pressure exerted in drilling cast iron. He made a cylinder in which was a plunger having an area of ten square inches. Three small grooves were turned in the plunger near its lower end so as to prevent any leakage of the oil with which the cylinder was partly filled. Two holes were drilled in the cylinder near the bottom, and a steam guage and an indicator were attached. The indicator cord was attached to the hub on the shaft of the quick return motion lever in order to obtain diagrams of considerable length. When the piece to be drilled was resting on the plunger, a diagram could be taken which would show the pressure exerted in forcing the drill through the work. With ¼ in. twist drills the greatest downward pressure was 400 lbs.; with ½ in., 900 lbs.; with ¾ in., 1,100 lbs.; with 1 in., 1,450 lbs., and with 1¼ in., 1,800 lbs.—*Scientific American.*

LAZINESS.

A writer in the *American Machinist* once spoke of mental laziness as something quite distinct from that kind of laziness that prompted men to do as little work with their hands as will enable them, in shop talk, to keep their job. The expression seemed very apt at the time, but the drift of events since then leads to the serious questioning of whether there is such a distinction. If there is none in fact, it ought not to stand in imagination, because it may do harm. In fact, the idea which many men appear to have, that they can be lazy in using their brains, and the contrary in using their muscles, has probably already done a good deal of harm. We believe that a man who is mentally lazy is also physically lazy; in other words, that, while laziness may find stronger expression in some directions than it does in others, still there is no proper use for the qualifying adjective.

There is no intention of following this with a homily on the subject indicated by the title, but it is a fact that there is a disinclination for brain work on the part of young mechanics in this country, and it is having a serious effect on the standing of American workmen. The young mechanic who tries to get along with as little knowledge of mechanics as his grandfather possessed, is reasonably certain to have a harder time getting a living than his progenitor had, and the prospects for rising in the world of his vocation are not worth considering. The men who use their brains will be the ones to receive advancement—receive it as a reward of industry, and in no sense as a favor.

A man who is too lazy to think about his work, and to study to the end of knowing something of the principles underlying the art, not only will not get any higher in the scale of workmen, but he is too lazy to do his work properly if there is opportunity to the contrary. He is the man who will be left behind in the race all the way through.

At the present time it is much the custom to start evening schools for apprentices and mechanics, and the fact that only a small percentage of those who begin in these schools remain longer than a few weeks, is discourging to those who spend time and money to get them going. If the future of the two classes —those who desert the school and those who remain—is watched, much may be learned. We will not say that all who remain will eventually find their way to the head of great manufacturing establishments, but they are in the way of doing so, and are literally certain of finding themselves rewarded for their industry. There is not opportunity for all to become general, but there are required. in mechanical pursuits, many lesser officials, and there is always room for the best privates.

The other class—those who lack the energy to persevere in the school—will be equally lazy in the shop; that is, they will be as lazy as they dare be. They are those who never see anything but

dollars and cents in their work, and go through the world bemoaning their fate.

The reference to the evening school is typical only. Such schools are undoubtedly valuable auxiliaries, but by no means a necessity to those who are determined to advance. The apprentice or journeyman mechanic who sees the necessity for knowing something beyond his daily work routine can get along in the path without the school if the school is beyond his reach. He can find his opportunity in the mechanical literature of the day, and in cultivating the habits of thought and observation in relation to his daily work and surroundings. It is said of Kossuth, the great Hungarian patriot, who afterwards captivated the English speaking world with his almost matchless oratory, than he learned the English language from the Bible and Shakspeare while in captivity. What a lesson for those who "lack the opportunity."—*American Machinist.*

MILLIONS OF PEOPLE WHO WANT.

To-day there are millions of people in the United States who sorely need more and better food, clothing and housing than it is possible for them to procure, while at least ninety-nine out of every hundred feel the want of numerous things, the possession of which would add to their comfort, but which they cannot afford to buy.

Nearly all kind of crops are exceptionally large in quantity and excellent in quality, while factories and stores are burdened with goods needed by the people, but which are unsalable except at prices ruinously below the cost of their production.

Millions of honest, industrious people are suffering from the want of the good things with which our warehouses are crammed, while merchants are idly and anxiously waiting for purchasers who do not come, and keeping their stores open at a loss, hoping for better times by and by.

Millions of people who want and seek honest, useful employment are idle because "no man hired" them. The stale *talk about overproduction* is but deception and mockery while dire suffering exists on the part of millions of people for want of the very things concerning which overproduction is alleged.

All production and trade have their origin in and exist because of human wants. Why, then, are they not as uniform and regular in their operation as the wants to which they minister? There can be but one truthful answer, and that is that the fault is in the financial machinery through which production and trade are carried on.

Can thoughtful men convince themselves that a financial and business system that necessarily brings such results is wise or honest?

We may talk about our honest money and our excellent monetary system, but the losses of the people of the United States this year resulting from the enforced idleness of millions of workers, combined with the injury to merchants and manufacturers, are in amount vastly more than the total of all our money.

How can men who believe in justice and humanity hold themselves guiltless while, without testing any other system, they hand down to posterity one that, as proved by their own repeated experience, fills our country once in ten years with wreck, ruin, misery and crime.—*Industrial West.*

A careful average of the daily wages paid the several classes of railroad employes in Kansas shows that engineers receive the highest and section hands the lowest wages, the former being $3.38 and the latter $1.12. Passenger conductors rank next to engineers, and watchmen, which term also includes switchmen, are paid the next lowest wages to section hands. It is a matter of surprise, and should be of serious concern to the traveling public, that telegraph operators are paid the third lowest class of wages among railroad employes, the average for thirty-two roads being only $1.45 per day. The highest per diem paid for this class of service is $1.80, and the lowest is $1. Whether skill can be expected at such rates of remuneration is a pertinent question.

DISTRICT DEPARTMENT.

Can you not induce your merchant to advertise in the MAGAZINE, thus assisting it as well as him?

Do you subscribe for the MAGAZINE? If not, why not? If you do have you paid your subscription?

The correspondent at The Dalles, Oregon, makes some comments this month that can be profitably thought over by all.

Agents are earnestly requested to complete their collections as far as possible before October 1, and to remit all monies in hand at once. It is needed.

A fine basket of grapes has been received at the District Assembly headquarters, from the garden of Brother C. C. Fleck, of Salina, Kansas. They are appreciated.

Every Local should have a topic for discussion for each meeting to be decided on at a previous meeting. This confines the discussions in a way that brings out the most good.

The Shoshone Knights of Labor Co-operative Store has entered on the third year of its existence, with brighter prospects for the future and a first-class stock of general merchandise.

The annual convention of the District convenes on the second Monday in October. It is time that the questions to be brought before it were brought out and discussed in the Locals.

The Knights of Labor ball last Friday night cleared over $65, which will be used for the benefit of the poor and sick of our city. The Knights of Labor order is one of the most benevolent societies in the city.—*Grand Island Times.*

Shopmen in the employ of the Union Pacific are now provided blanks on which to report their time and how employed. If these go further than the Division office it may work disaster to officials who are working out patents and other interesting affairs.

Assembly No. 3790, Knights of Labor, are at present in a very prosperous condition. They hold their meetings in the G. A. R. hall, and their numbers are rapidly increasing. Last Friday evening was an occasion of much good feeling and a general good time. Just before closing Mr. F. G. Lockwood stepped forward, and in behalf of the Assembly presented Master Workman McLaughlin with a very handsome gold headed cane. Mr. Lockwood spoke of the past services of the Master Workman, and the hopes of the Assembly that the cane, together with the best wishes of the givers, would support him through all the trials of life. Mr. McLaughlin responded, thanking the Assembly, and promising his renewed efforts in the good cause. The meeting was a very happy one.—*Grand Island Times.*

The Library of Local Assembly No. 3810, of Shoshone, Idaho, is steadily increasing in popularity with the members as well as in the volumes on its shelves. There has recently been added $25.00 worth of books, a gift to the Library from our MAGAZINE agent, James Shepherd, who secured the prize offered by the MAGAZINE for the largest number of renewals. The editor also kindly went to much trouble to secure the books most desired, which included the following:

"Webster's Dictionary," unabridged, valued, $13.00.

"Looking Backward," by Edward Bellamy.

"Moore's Complete Mechanic," by R. Moore.

"Tin, Sheet Iron and Copper Plate Worker," by Leroy J. Blinn.

"Slide Valve and Link Motion," by W. S. Auchincloss.

"The Mechanics' Tool Book," by W. B. Harrison.

"The Metals used in Construction," by F. H. Joynson.

"American Cottage Homes," by Calliser

The Library now numbers 325 volumes. The Library together with the MAGAZINE and *Journal of United Labor* is doing considerable educational work among us. With a Library at North Platte, Neb.

one at Stout, Colo., furnished the quarrymen by the Union Pacific company [Not yet.—ED.], and Pocatello also has a fine Library of several hundred volumes furnished by the railroad company, which will soon be available to the men at that point. There is no reason why each point on the system should not possess a good Library. M.

DENVER, COLO., June 5, 1889.

This certifies that I have this day transferred to the *Union Pacific Employes' Magazine* the subscription list of THE DENVER PATRIOT, outside the city of Denver, including the right to make all collections on the same. In consideration of which the said *Union Pacific Employes' Magazine* agrees to fill the unexpired term of all paid subscriptions to THE PATRIOT. L. W. ROGERS.

We have received a copy of a part of of the constitution agreed upon by the Idaho convention and it shows that there were influences enough at work to embody in it some very good provisions if enough bad to offset has not been embodied in other parts. It provides for a bureau of labor statistics; makes eight hours a lawful days work on public work; prohibits the employment of convict labor outside the prison walls; prohibits the employment of children under 14 years of age in underground mines and aleins on public works.

The waters of the State, used for irrigating, are placed under control of the State. Priority of appropriation is given the better right as between those using the water for the same purposes, but when the waters of any natural stream are not sufficient for the service of all those desiring the use of the same those using it for domestic purposes shall have the preference over those using it for agricultural purposes and agriculture over manufacturing purposes. The State has the power to fix the maximum rate for distributing the waters.

Public and private corporations have received attention in a way that, to a layman, would seem as covering all that is needed, though it leaves much for the legislature to do hereafter and where, judging from results in other states, it is not likely to be done. It declares all railroads public highways and all transportation companies common carriers and gives the legislature power to fix rates. Prohibits the consolidation or pooling of of parellel or competing lines and discrimination in rates or in the furnishing of cars and motive power.

The right of eminent domain shall never be abridged nor construed to prevent the legislature from taking the property and franchises of incorporated companies and subjecting them to public use. All fictitious increase of stock or indebtedtness is declared void.

It is made unlawful for any person, company or corporation to require of its servants or employes, as a condition of their employment or otherwise, any contract or agreement whereby any such person, company or corporation shall be relieved or discharged from liability or responsibility on account of personal injuries received by such employes while in the service of such person or company by reason of the neglect of such person or company or the agents or employes thereof, and such contract shall be null and void. This appears to make the coemploye court ruling impossible.

Lotteries and gift enterprises are prohibited.

A few rich and greedy men have secured a monopoly of the coal deposits of northern Illinois. *They did nothing to create the coal which nature gave to man for man's uses*, but by buying the surface of the ground they have secured the power to enrich themselves by selling the natural product at whatever price men's necessities and a protective tariff enable them to extort. They are not content even with such a monopoly, but want the miners who dig the coal to work for less than enough to support life, and because the poor fellows cannot do that they have combined to lock them out, and now men are suffering and helpless little children are actually dying of starvation in the midst of one of the most fruitful regions on earth. There are laws in Illinois against consyiracies in detriment of trade and industry. The authorities in that State would do well to enforce their penalties against these rich conspirators, whose greed strikes at the very foundations of civilized society and makes Anarchists out of honest men at a more rapid rate than all the teachings of all the theorists can.—*N. Y. World, Aug. 4, '89.*

NOTES.

In 1816 it took just one bushel of corn to buy one pound of nails, now one bushel of corn will buy ten pounds of nails. Then it required sixty-four bushels of barley to buy one yard of broadcloth, now the same amount of barley will pay for twenty yards of broadcloth. It then required the price of one bushel of wheat to pay for one yard of calico, now one bushel of wheat will buy twenty yards of calico.

The Union Pacific road has filed with the County Clerk of Douglas county, Nebraska, nine chattel mortgages for amounts ranging from $4,000 to $144,000, and aggregating $655,000, in favor of the American Loan and Trust Company for the following third parties: New York Locomotive Works, $36,000; Michigan Car Company, $139,000; Peninsular Car Company, $311,000; Wells & Prince Company, $4,000; Rhode Island Locomotive Works, $95,000; St. Charles Car Company, $68,000.

At Sacramento, Cal., the Southern Pacific Railroad last month discharged 330 of its employes, 160 of that number being machinists. The officials say this action was taken to lessen expenses of the road. "To lessen expenses of the road!" How many meanings this expresses for the corporation. Expenses are reduced sometimes when the earnings are not equal to the amount of expenses. Expenses are reduced that the profits of the corporation may remain the same. Expenses are reduced that the profits may be more. To the workingman thrown out of a job, the reduction of expenses means but one thing—want, whatever it may mean for the corporation. Under the wage system the 330 employes had no share in the earnings of the road, yet their labor represented in the construction of the cars, repairs of the locomotive, etc., is nevertheless earning money for the company. Under the wage system *the workingman is* a machine, a slave *with no chance to* share in the wealth he creates. When the worker combines capital and labor by becoming the employer of his own labor, he will share in the profits, and a reduction of expenses will not be discharge of a certain number of men, but all hands must share equally in the losses.—*Southern Industry.*

The Interstate Commerce Commission has sent circulars to various general managers of railroads and organizations of railway employes asking them to cooperate with the commission in securing information bearing upon the relations between railway corporations and their employes. The railroads are requested to state if an insurance fund or guarantee fund of any sort is provided for employes on which they have a right to draw in case of sickness or accident, or from which payment may be made to their families in case of death. Where such exists, full information is asked as to its modus operandi, length of time it has been in existence and the feeling in respect to it on the part of the employes. The railroads are also asked if they provide eating or lodging houses or reading rooms for train men when away from home, and also if any provision is made for technical education in shops. Railroads are further requested to state whether or not there is any recognized system of promotion in the service of the company whereby it may be expected the men may be induced to labor for marked efficiency, also if there are any special rules in force to insure the competency of locomotive engineers and other train men. Labor organizations are requested to give similar information in regard to any insurance project they either have now or have had in operation. They have further asked if their order insists upon any rules of apprenticeship, and for the length of term a fireman or brakeman must serve before promotion. Organizations are also asked whether there is any recognition made of grades of service of engineers and conductors, and whether promotion to foremanships and like positions in shops are made by promotion or bringing men from outside

CORRESPONDENCE.

NOTICE TO CORRESPONDENTS.

Do not wait till the last moment to write up your monthly letter. Send it in at any time, the sooner after you read this the better. The first opportunity you have is the best time.

NORTH PLATTE, Neb., July 25, 1889.

Editor Magazine:

In my last two letters I had to complain of dullness of times and a dearth of news, but this month proves that it was but the usual calm before a storm. The storm came in the shape of discharges of men and the placing of those left on half time, or week about. Of course there was something of this kind expected, as it was believed that Cushing had at last got on to the fact, so long known to us, that there was gross mismanagement and total incapability on the part of the thing known here as Division Foreman. We have often times sought to call the attention of the officials in Omaha to his actions without bringing direct charges against him. His brutality was the more hard to bear, knowing his incapability to run a shop and the barefaced way that he and his contemptible assistant has robbed the company to reward pets and relatives of their own. We foresaw that he would ruin our once magnificent and well managed shops. In vain we compared his mismanagement with former good management, but the superintendent of motive power did not notice our efforts, or if he did he only entrusted the inquiry to a man whose imbecility is his best known quality. But the most amusing thing (were it not too serious to be amusing) is that no sooner is the incapability discovered than, instead of at once discharging the incapable and putting in a capable man, they proceed to make the men suffer by putting some on half time and discharging others, with the flimsy excuse, publicly, that there is not work enough for them; privately, "the incapable way in which the Division has been run makes it too expensive a point to do work at," thus destroying the homes of good, faithful workmen who have for years struggled to attain a place comfortable for themselves and families Why did not Cushing institute an inquiry when we exposed the rascality of the bosses here in rewarding their pets with overtime that the necessities of the company did not call for? Even when the order was given, if it was ever given, to let the men work week about, the contemptible one who holds the position (without the pay, however) of assistant foreman kept his own relatives at work and laid off first the oldest and best men, some of whom had large families, whilst his own pets and relatives, though younger in the service and less capable, were kept, thus getting even with Gibbs, who had discharged old employes and filled their place with his relatives from the East. Why every good man did not revolt long before this and run him and his kind (of whom there are three or four) out of the place is a mystery hard to solve.

I regret to say that several of our best men, best mechanics, best every way, have left here disgusted. Some, too, have gone that were the recipients of the favors, their shrewdness telling them that there was nothing more for them. To that class, and what is still left of them, we can only say that their records will be there to bother them wherever they go, so they had better confine themselves to roads where *men* are not generally found. But to the good men who have been crowded out because they were men and mechanics, we deplore their loss. They are all right; their good qualities will win them friends wherever they go.

But although we are now suffering for the sins of two or three renegades I hope, nay, fully believe, that in my next letter I will be able to report that they have got rid of ——. We only need the appointment of a thorough mechanic in the place of the nameless quantity that we have now got. Such a man will at once get on to the incapable assistants, and then when they are weeded out there will not be much time lost before we rise to the proud position we held when a genuine mechanic had charge, as the best shop on the road.

The records of some quarter inch bosses I must reserve till later "ON."

HOLDEN SMELTER,
DENVER, Colo., July 26, 1889.

Editor Magazine:

The so-called Globe Smelter looks as if it half starved itself. It has been looking that way for the last four months. The scarcity of ore is the assigned cause, but it appears as if something else is at fault. Although the feeding room had been extended last Winter and preparations made to build three additional blast furnaces, which, with the eight furnaces already existing, would have almost been equal to the Grant smelter. Only six furnaces are in operation, however, with a limited capacity.

Since putting in the new flue last February the unwholsome smoke has abated in this department, after the ruin of numerous workmen. The deadly gas carried off another victim some two weeks ago, who was left to himself without aid in night time. One Jimmy Ryan presides over this department, and whom some false admirers accuse not to be averse to a five dollar note when he is called upon to bestow one $2.50 a day job of twelve hours only. But for myself I think J. R. is too good natured to do such work. Perhaps this is a new edition of the celebrated Omaha "Bill the Swiller" case. Very often, too, do men anxious for work part with the idle loose change in their pockets without being called upon.

The lack of roasting ore keeps only about half the force employed at work in the roasters. The yard looks deserted, and if three or four loaded cars arrive they are quickly relieved of their contents and the men sent home for recreation and may call again in a few days.

It has been found necessary to provide the

yard laborers with bigger shovels, and as the management has the welfare of its laborers at heart it furnished them with a shovel about the size of such found among coal heavers and corn shell machine tenders. The pay did not assume any greater size, however.

The Union Pacific Company wants the Holden people to do its own switching, and there may arise difficulties in that regard which can cause a shut down for an indefinite period. Q.

ROCK SPRINGS, Wyo., August 11, 1889.

Editor Magazine:

I intended to write last month but did not get to see the July number until it was too late. There was considerable kicking over my last letter. One person was asked if it was not the truth about the runaway, and he said, "Yes, it is, but the truth is very bitter sometimes.

One of our brothers stated that if any one read the *Journal* or MAGAZINE they would find that they both praise the Union Pacific system, and when he was asked if he had read the editorial on the changing of places he admitted that he had very seldom read the MAGAZINE. I myself have seen it named in the Official Register in the *Journal*, but if D. A. 82 was located at Rock Springs and saw all the dirty work that is being done here they would have a different opinion I think.

You speak in the August number of the profit made on Chinese by the B. C. Co. I think they do make a very large profit on them. They make profit enough on a white man and the Chinese are charged a great deal higher prices than a white man. Take a keg of powder for instance. A white man can get it for $3.50 but a Chinaman has to pay $4.50, and some persons claim that they are not paid as much as a white man for mining coal.

Now a word or two on the price paid for mining coal. One of our brothers saw a correspondence in one of the Denver papers in the month of March dated at Washington, D. C., and it stated that the price paid for mining coal at Rock Springs was $1 per ton. The prices now prevailing, and was at that time, is seventy and seventy-five cents per ton, but how many pounds does it take to make a ton? In the first place there is 2,240 pounds, and then one-quarter is taken for slack, therefore it takes 2,988 pounds to make one ton, or nearly one and one-half tons Eastern measurement, making a little under forty-seven and a little over fifty cents actually paid per ton, besides turning rooms for nothing and driving cross cuts between rooms.

I almost forgot to state a case that happened here lately. The company is engaged in sinking a shaft, and they have got water in it, and the men came out and asked for a raise of twenty-five cents per day in addition to their wages ($2.75), or else the company furnish slickers and gum boots so they could work without getting wet. Mr. Hill discharged them and told Mr Allen that *if he put them to* work anywhere in the camp he *would report it to* headquarters. That is the kind of men we have bossing here. Some of the Pennsylvania slave drivers. Hill is also one of the Councilmen elected on the Workingmen's ticket, and it is said that he runs the Council.

Now, if there is any one who reads this doubts one word of it, or dislikes it, I would like to hear from him through the columns of the MAGAZINE. COXSWAIN.

GRAND ISLAND, Neb., August 13, 1889.

Editor Magazine:

I have been handed a copy of the MAGAZINE for the month of August and have given it a careful examination, and without any desire to flatter you or get into your good graces in any manner, must say that it comes nearer to the ideal employes paper than anything I have ever seen. Your leader, "Disrupting Labor Organizations," goes right to the point. The fault is more with the employes than with the employers. There is no corporation but would gladly do as the Reading company has done if they were allowed to. The thing we want to do is to strengthen our lines, keep well organized, and, as the *Fireman's Magazine* advocates, federate with other organizations. There is no danger that labor will ever be too strongly organized. If the employes of the Union Pacific Railway, or any other system of railways, be thoroughly organized and the different branches of the service federated and everything in good working order, moving along harmoniously, there need be no fear that their rights will be trampled upon by unfeeling and tyranical officials. But, on the other hand, if they become disinterested and allow their organizations to go to pieces, it will be but a short time until some of the officials will be ready to take advantage of it. There will be an infringement here, a reduction in wages there, and the only redress there is for the employe is to leave the service and seek employment elsewhere.

I, as reporter for L. A. 3790, am very glad indeed to state that the Assembly is in excellent condition. We have a good strong body here, almost all of us being employes of the Union Pacific Railway. Our meetings are well attended by a class of steady, honest, hard working, intelligent men; men whom no corporation need be ashamed to have in their employ; men who understand that it is to their own interest to work to the interest of their employers, and men who will do so as long as their employers do what is right by them.

There are a few things that do not suit the employes in this vicinity that I would like to speak of, but there is not room in this; will have to defer to another time. Will mention one, and would be very glad to hear from others in regard to it. It is the medical department of the Union Pacific system. It is a fraud on the face of it. [The writer has evidently not considered the hospital department in a fair light or he would have a far different opinion.—ED.] A steal from the employes, and the running of it is a farce. I wonder that it has not been fully discussed here-

tofore, and perhaps it has, as I have not been reading the MAGAZINE, but I have heard none of your readers speak of it. Would be glad to hear from its friends or its foes.

We, as a body, would be in favor of federation, and I hope soon to see the employes of not only the Union Pacific Railway in one federated body, but that of all railway companies, with one grand head. Such an organization can be made, and it will have to be if we expect to hold our own in the battle against capital.

A KNIGHT.

SALINA, Kansas, August 19, 1889.

Editor Magazine:

Since my last the weather has been more favorable, still plenty hot and also plenty of rain. Times are picking up a little, and we expect a good improvement in the near future.

Threshing is in full blast, and it keeps all our farmers busy. The yield is good and the quality fine. The corn crop is now assured in this part and central Kansas generally.

Our Local Assembly still holds its own, and the next report, I hope, will show a good round number again. Our Oklahoma brothers have nearly all returned. They wish they had never gone.

A new railroad scheme is on foot. The Omaha, Kansas and Southern road proposes centering here, and of course seeks our financial aid in the shape of bonds, for which this State is known to be very generous (to its future sorrow). Cannot tell as yet what the nature of the scheme is, but will say something in my next.

This being a Prohibition State everything is possible, yet people get drunk and verify that it does not prohibit. As long as the stuff is made it will be used and misused.

The President, Uncle Ben Harrison, has remembered this town in his favoritism with a consulship to New Brunswick, B. C., which is highly appreciated by all except the laboring man. This is the first of the kind of appointment in this part of the State, and no toiler need apply for anything under the present administration, which is whole soul, body and all in favor of monopoly.

I hope the next General Assembly will try and sift out some of the elements which are trying hard to break down our noble Order.

Hoping all the District Assembly is in good spirits for the next District meeting, I am, as ever, Yours fraternally, 3005

STOUT, Colo., August 19, 1889.

Editor Magazine:

Another month has gone by and August, with its fervid heat and almost tropical weather, finds us engaged in the solution of the difficult problem of existence. In some respects this letter can only be a sorrowful repetition of my epistle for August; yet many things have taken place here which it is interesting to note, although our life generally is, outside of this genial burg, a matter of very little importance. That fraternal solicitude(?) which we feel for one another here helps to make our lives as pleasant and happy as we might reasonably wish, and we rejoice in the consciousness of characteristic quietness.

I cannot but mention, for the general information of all, how the last letter from Stout to the MAGAZINE was received here. The sentiment contained in it was regarded as a moral dynamite bomb to certain parties here, who seem to look upon the publication of the treatment of employes in Stout as a most horrible crime, which escapes the technicality of all law. I have noticed a scowl on many faces, and it seemed to me as though nothing short of the speedy annihilation of the offending one could possibly bring relief to their outraged feelings.

I may state here—and I consider it proper to do so—that in the August letter I was not or could not have been actuated by personal motives. My desire was to truthfully write the condition of affairs here, in the performance of which task the mention of personal matters *was found necessary*. I hope, therefore, that the parties in question will accept my mention of them in the same spirit in which it was offered. I expected an attack from the *Courier's* special correspondent in retaliation of my dissection of his literary work a month ago. To tell the plain truth, I thought by this time the hallowed literary arena of Stout should have been thoroughly wiped with my mental remains; but I find, however, that the latter are so far intact, and I sit down and, from my palatial dugout, the sight of a few dozen vigorous, sable hogs, floundering in the innumerable cesspools, brings a peculiar inspiration to my pen; I therefore occupy myself in the task of writing up the old camp to show, if for no other purpose, that still we live.

Business here is now somewhat dull, and an unusually small force of laborers is employed. Not a yard of paving blocks has been cut for weeks, and the sight of several piles of what seems to be an apology for paving is an eyesore to the average citizen of Stout. I wonder if the officials here can find any use for them. They are surely no ornament to the company's quarries here.

It is actually interesting to note how interest and information can be got out of common things, and this is particularly true of a place like this, where such a variety of conduct and difference of opinion prevail. One can study, with advantage, the peculiar phases of life within the limited geography of our unmeasured city limits. From the calculating but somewhat reverenced proprietor of this boarding house to the happy drawer of water on the ledges a lesson may be had and a moral drawn.

The uniortunate laborers in the North Quarry also furnish food for reflection, with the tall gaunt figure of the foreman daily confronting them, his eagle eye ever on the watch for some one of undeveloped biceps, or one who is in any way reluctant to part with his perspiration. Their life by day is anything but pleasant, while by night the thought of another day's tempestuous harangues, which, from custom, many con

sider a necessary formality. is far from cheering.

A tall, full bearded Briton, who seems to find nothing to admire outside of "my old country," is, in his occasional attempts to control the water department, an amusing sight, while the wearying vernacular of Finland's hardy sons must certainly puzzle a professional linguist. However, "with a heart for any fate," I make my stay here as congenial possible and like a monotonous life in the general gloom.

The literary taste here is somewhat strange. The illiterate man (and he is scarcely known here) is sometimes rated as great as the more unfortunate one who has drunk of the pure fountain of intellectual research; while the ability to decipher box car letters and a disposition to become a pliant tool of those vested in the briefest kind of authority, are calculated to raise a man to a very enviable position of material greatness in Stout, and a few have availed themselves of the opportunities thus presented. What a queer sort of thing literature must certainly be.

The matrimonial market is active here. Cupid, with his unerring dart, seems to have played havoc with a few youthful hearts in no less romantic a district than Spring Canon. No less distinguished personages than Brothers J. Lowe and Peck were the illustrious victims of his arrow. The marriages took place quite recently, and the Canon was the scene of the general cessation of work in honor of both events, which took place about the same time. The happy brides, I am informed, were acquaintances of their newly married husbands in the Fatherland, and their union in marriage to two old residents of this locality seems to have come with surprise upon many of the prepossessing maidens of this district. The best wishes of the community are with them that their domestic lives may be calm, peaceful and happy.

The public of Stout were treated one evening last week to a theatrical entertainment. The event came off in the K. of L. Hall, which was specially prepared for the occasion. It was a programme of singing, music, etc., by a troupe enjoying the suggestive name of DeMoss. Whether this company came here for the purpose of recognizing our artistic taste or with a sanguine hope of pocketing some of our hard earned coin, I cannot but recognize the significant fact that quite an honor was done us, whose town scarcely finds a place in the map. The attendance was large and enjoyed the event much. The troupe bagged quite a sum and went off apparently with a good impression of our intellectual standard and the consolation which comes from a well filled wallet.

The sale of patent medicine here seems to thrive. Not only is it confined to the store in connection with the boarding house but a prominent citizen, Mr. Swan Johnson, has realized a small fortune in the vending of a certain medicine which he received from Chicago. For weeks past it was a usual thing to see in the "bunks" of the cellar here a bottle containing the life saving fluid on which the thrifty Swan made some "stuff" by the wholesale vending to unsuspecting birds. That the systematic use of medicine in many cases here is a necessity I regret to state. The cause of this may be easily guessed. I will not bother your readers with another account of the real cause.

The only animals here that find life possible without its aid are ——.

It is to be regretted that the prospects of much business in Stout are very discouraging, but I sincerely hope that lonely "Horse Tooth" will keep a sleepless vigil on what has been, and, I trust, will be one of the busiest hives of industry in Colorado. Yours, &c., K.

THE DALLES, Ore., August 19, 1889.

Editor Magazine:

Looking over the correspondence in the MAGAZINE I see nothing but one continued series of complaints, so I want to say a few words to your correspondents. While I admit there are good reasons for all this complaining, yet every one of you must agree with me that should this complaining continue to the end of time it would accomplish nothing. Then why do you continue to complain and show up things, as some of you say? We know those wrongs exist, and it is their existence that makes labor organizations necessary. What would you think of a physician who, when called to attend a patient, would show up the patient's disease, and continue showing it up, without prescribing a remedy? This is just what you are doing. If you must show up the wrongs that exist in your different shops, then let us have your opinion of some certain remedy, that we may all enter into a discussion of remedies for the existing wrongs. I will say here that most of the wrongs complained of are trifling affairs, and are as nothing compared to the great wrongs the mass of the workers have to undergo at the present time. If a foreman of a small gang of men is mean and overbearing, we must consider that it was just this disposition that won him his promotion. He is not to blame for taking the place nor for being as he is. If he was not his place would soon go to some one that was. Then let us find fault with those who seek such men to promote, and in finding fault let us not forget to suggest a remedy. I ask the correspondent here: "What have you done to right the wrongs you complain of? How many shopmen have you induced to become Knights or how many subscribers have you secured for our MAGAZINE or *Journal?* In short, what have you done to spread the principles of our Order that those on the outside may know them, and knowing them would join hands with us in the struggle?" In my opinion, very little has been done here, considering the age of the Assembly.

To all of you that complain I will say let us go to work with coats off to accomplish something. Stop showing up the disease and prescribe a remedy. I would like to hear something of the eight hour system now. I think it, if generally adopted, a remedy for all the wrongs complained of. It. above all other questions, should be discussed on the Union Pacific system now. If we make the proper effort we may retain the present

short time. Perhaps some of you would not like that because you might lose a little by it, but lose or not, some effort should be made to make it permanent. It is one of the planks in our platform, and when such a strong argument is put forth in favor of it, as the present short time undoubtedly is, we should certainly take advantage of it. B. E.

SHOSHONE, Idaho, Aug. 20, 1889.

Editor Magazine:

On the first of the month we began using a system of checks. A slip of paper is given to each man in the morning, which he must fill out with number of hours worked and the particular work he has done. This gives each man a little clerk work to do besides increasing the office work. What good it can do if the foreman attends to his business is more than we can say.

Mr. C. S. Smith, division foreman, has returned to Pocatello and resumed his old position. This gives us back our old foreman, Mr. Edgecomb. Brother Foster takes his old position in charge of the gang, while Brother Anderson goes back to his old place on the floor. Some of the boys think that Mr. Edgecomb has paid a visit to the "Q" and brought back some of their ways with him.

Several engines have been brought in of late for light repairs and sent out again as soon as possible. The general plan seems to be to do as little work as possible on them.

Mr. Cushing is here having a look around. He is on his way to Portland and will leave for the west to-night.

Our Library has just received a generous donotion from Brother Shepherd, the MAGAZINE agent. He has taken the prize awarded him by the MAGAZINE and secured a fine lot of books and presented them to the library. 3810.

EVANSTON, Wyo., Aug. 20, 1889.

Editor Magazine:

Quite a number of changes has occurred since our last report.

Garrett O'Neil, road master, and Andrew Leggitt, train despatcher, after years of faithful service, have both resigned.

Business on the road has been booming for some time past but the shops have the same Sunday appearance. Nine hours per day with five on Saturday. There are plenty of old scrap engines lying around but for economy's sake they must not be touched.

There has been great trouble here with hot excentric straps. All the new engines were running hot. Traveling engineer Hinkley was here examining the trouble. Some suspected foul play, but the real trouble is they are third class engines, cheap, and thrown together under the contract system and are never safe until refitted.

There has been considerable sickness here. Joseph Rivers has lost his only son, aged seventeen years, by some unknown trouble. Chas. Kennedy has just recovered from a severe attack of rheumatism. John Townson has been down with fever. *John Lake* and Dan Cameron, Jr., has just returned from the hospital and Pat Murray seems to be eking out a miserable existence with softening of the brain.

Brother Cushing paid us a visit last week.

Train twenty-two was ditched by a broken rail near Yellow Creek and No. 14 engine and five cars were smashed, Engineer McClintic and Fireman Brown having a narrow escape.

A land slide caused a wreck near Devil's Gate on the 19th, blocking the road and ditching a number of cars, but luckily no one was hurt.

Printed forms are furnished shop men on which they enter number of engine, kind of work and number of hours on each job.

The division superintendent ordered the switch engine and crew laid off but his experimental economy was short-lived as the yard got blocked and trains delayed. The engine appeared next morning for day service. Night switching we understand is done by the outgoing crews.

There is considerable disgust manifested by engineers and train hands over recent delays in adjusting their accidents. There can be no justice in compelling a man to lay around three or four weeks, waiting to get a twenty days lay-off. Wishing prosperity to all,

Yours truly, JUSTICE.

ELLIS, Kan., Aug. 21, 1889.

Editor Magazine:

Since my last have had plenty of rain and everything looks lovely. Corn is assured now. Had some hail on July 23 but as there was no wind to amount to anything did not do much damage.

Engineer T. Preshan has taken his time and moved to Ogden where his father is located and gone to work.

Wm. Jones, fireman, has sold his property here and gone to Brookville to fire the yard engine. Says it beats the road all hollow.

Lawrie, machinist, has been east on a visit.

T. Sinclair, machinist, has taken his time and gone to Laramie to work.

Mr. A. B. Keagy has been appointed foreman of Ellis shops again. I wonder what next.

Mr. E. O. Davis has gone to Laramie.

Two more machinists have been put to work to fill the places of Keagy and Sinclair. They are from North Platte. I believe they say the working time up there is eight hours per day and five hours on Saturday, every other week the force being divided for work.

We have been working nine hours a day since the 22d of July.

The round house is getting a new floor about sixteen feet wide in front of the engines. It is a good heavy oak and will last pretty well. This is quite an improvement as the old one was considerably patched up.

We have quite a list of accidents this time. Joe McCabe, boiler maker, dropped a grate on his foot, smashing it. He was lucky enough to be insured.

A farmer by the name of Morgan living some five miles in the country west of town had a runaway, receiving injuries from which he died

He was coming in with a load of milk for the creamery and had to get out and open a gate. He got the gate open and started back to the wagon, but just then the team became frightened at something and ran over him. He got up, caught the team and came on to town, thinking he wasn't hurt much, but when he got to the Kansas House he became so sick that he had to be taken out and as he became no better was taken home in a carriage, dying the following day.

Lightning struck Howell's house on July 23, stunning Mrs. Howell. It did not do much damage. Lightning also killed a good cow for Daniel Gruse, the railroad land agent. It also struck J. Cox's chicken house, killing seven chickens. It seems that almost every time we have a hard storm here some one has to suffer from lightning.

Business is still lively about the shop. There is a rumor about that we are going to get about twenty-five new ten-wheel engines for passenger service having all latest improvements. Don't know how true it is.

Engine 611 has been in getting water pipes for fire brick and cold air apparatus.

Engine 795 has been over the drop pit for boiler makers.

Engine 703 has been down for some repairs and gone home.

Engines 426 and 408 are here now.

The chief boiler inspector has been here and the 352, 707, 399, and 354 goes to the scrap, and Engine 421 is in yard.

Small engines are getting scarce.

Stationary boiler No. 10 is getting an overhauling, having had fourteen hollow stay bolts put in for one thing.

The boiler of No. 23 pile driver has been repaired also.

The boiler of engine 354 running the machinery for shop engine 740 is out of shop and engine 712 takes her place.

Engine 790 is getting the water pipes and cold air business, also 789, I believe.

Business is so lively that passenger engines have to double pretty regular now. Hope it continue so.

There has not been much fault found with our district foreman Munro that I have heard of but it seems to me that he is rather inclined to leave the men a little to much at the mercy of the petty boss who I am afraid will take advantage in order to get rid of some they have a little grudge at. For instance, J. Livingston Carpenter was discharged for using profane language toward the boss who made a complaint, forgetting to state, however, that he was the first to use profane language. We do not uphold Jim in using such language, but seems as if turn about is fair play.

We have been discussing the convict labor question and the eight hour question and are going to discuss the 18th section of the preamble in regard to the government running the railroads and telegraph laws soon. They are quite interesting and considerable good information is brought out.

There have been two extra men employed in *the water gang to fill empty places. That gives a man a chance to lay off once in a while. More anon.*

ALEX.

NORTH PLATTE, Neb., Aug. 21, 1889.

Editor Magazine:

My desire to give your readers the very latest news last month caused me to be too late for publication, so that it is evident that the correspondent who reaches out too far to scoop all others is very apt to get scooped himself. For moral see story of the monkey and the nuts.

Well, sir the present month whilst it has been some improvement over the months preceding it, has also been full of incongruous and laughable situations.

We have been favored with a visit from Prof. Hinckley, the railroad "expert," who whether officially or not run things to suit himself the few days he was here, and it is only fair to say that he ran them well. He undertook to get an engine out of the shop on time and the way he did it reminded one of the time when McConnel was master mechanic at this point. The laughable part of it was to see our division foreman running aronnd and the life scared out of him, fearing that his useless and tyrannical career was at an end. So scared was he that for the whole two days the "professor" was here he did not take any of his usual perambulations around town but hung around the shops all the time, yet giving the "professor" a wide berth, evidently fearing to be questioned and thereby have to expose his ignorance. Shrewd old man! None the less laughable was the movements of the cheap boss of the blacksmith shop, commonly called the "major." A former correspondent gave you a very fair sketch of this individual so I will not bother you again further than to say the "major" used to get as much pay as any man in the shop. Of course his ability never entitled him to it but that it neither here nor there as the world goes, but as everybody knows the "major" was ambitious and had gall. He wanted to be boss. His gall equaling old Gibbs' he got there, but somehow or other he took on a generous streak and agreed to do the bossing and what he had formerly done for less per day than he had at the fire, with the understanding, I am told, that he was to be paid for every day in the month. Well, promises like treaties are made to be broken, so the major was given to understand that henceforth he would be paid only for the time he actually worked. Whew! to hear the "major" swear. It was a picnic. Being of a religious turn of mind myself I am naturally restrained from reporting verbatum the speeches of the "major," but never mind, old man, remember it is worth something to be boss and you are still getting a great deal more than you could command anywhere else. Keep still—discretion in your case at least is very desirable.

Well, the prospects for the future look bright. Having occasion the last week to be in three different fire-boxes of new engines I found them all cracked and looking badly. So much for engines not over a year old. This looks bright for the coming winter.

The next district convention should be composed of men imbued with the idea of getting ready to take advantage of the enemy's weak-

ness and demanding redress for a long list of abuses, such as the wilful and unwarranted destruction of new homes, petty and tyrannical conduct of hirelings, repudiation of all agreements, etc., etc. Teach our would-be destroyers that justice is not sentiment. Draw closer for the struggle and be ready when the time comes. It looms up in the near future. Let every man be prepared to enforce just treatment for the future and secure redress for past wrongs. Notwithstanding we have lost many good men, we are still in better condition than their motive power.

There are several important little local matters that I will not touch upon until my next. Having drawn out this letter long enough the balance will keep till later "ON."

POCATELLO, Idaho, August 22, 1889.

Editor Magazine:

For the last two or three days President Adams, Vice President Holcomb, Manager Cummings, General Master Mechanic Cushing and others have been taking in Pocatello and shops in the in the interest of the Idaho Division and the Union Pacific system in general.

Traffic on the Idaho Division during the last two months has been excellent, more especially the transfer of live stock, much of it coming from the west and transferred to the U. & N. for points in Montana, where pasturage is more suitable for grazing purposes.

Work in every department continues brisk, and as usual working short handed. Most of the departments are working but nine hours per day, apparently leaving much necessary work undone.

The survey of the Pocatello townsite is uncompleted, but think the work will be completed soon.

We received our Union Pacific checks on the 20th and cashed the same at the First National Bank of this place.

We are now cursed with two saloons in Pocatello, which are doing a killing business, judging from the warlike effect Pocatello whisky has on some and the deadening effect it has on others laid out on mother earth in the streets and alleys.

On the 5th of this month the engineers called a federation meeting at the Opera House. Engineers, firemen and Knights of Labor were largely represented, while the other labor brotherhoods had a fair showing. Federation was unanimously adopted and committees appointed for co-operative action. We are pleased to learn that action in this matter is becoming general over the Union Pacific system. Something must be done to protect ourselves and American labor. I hope to see the day when American citizenship will receive protection from the hands of the government we enriched and protected during the darker hours of war, and not permit unscrupulous monopolies to send their agents abroad to flood our shores, from there to our factories, coal fields and railroads, men contracted to take the place, at reduced wages, of those who have stood by the country in time of need. Such action on the part of capital is wrong, when thousands of American laborers are tramping the country eagerly searching for work. Yet the government is more responsible for this wrong than the unscrupulous citizen of the republic, for the government is supposed to protect the weak against the strong. Its legislators legislate for the people rather than for the monied few. JINKS.

EVANSTON, Wyo., August 22, 1889.

Editor Magazine:

I guess the boys in and about the shop expects to see something similar to the correspondence of the June issue, but I think we ought to give it a show. I think, by all appearances, the MAGAZINE will have to give him another jacking up soon.

Since August 1st we have been working nine hours per day and five on Saturday, and it creates a better feeling among the boys in general.

There has been a wreck and a washout between here and Ogden, and each destroyed a great deal of the company's property, but as luck would have it there was no one hurt.

We have had two union meetings here in regard to federation, and these meetings consisted of the engineers, firemen, brakemen and the Knights of Labor, and I am proud to state that they are taking a great interest in it, and they mean to push federation to the front. Had it not been for federation I doubt whether the stars and stripes would be flying in our midst to-day. Therefore you can see that federation is our only salvation, and it is an evident fact that the corporations throughout these United States have federated to a great extent, and if the workingmen want their rights and privileges they have also got to federate.

L. A. 3274 is in good health, and is gradually increasing.

Our city will be supplied with water works soon.

There was a K. of L. committee here last evening from Almy on federation. KNIGHT.

OMAHA, Neb., August 22, 1889.

Editor Magazine:

"Harmony is far beneath the dignity of truth," was the motto I adopted when assuming the role of correspondent to the MAGAZINE. To preserve that dignity I am forced to differ with my lengthy friend to the right in the last issue. Billy Mulchay, so called, like Manning, served his time here, and if seniority alone should count, as our friend would have it, Mulchay should have Manning's shoes, but I fear the bright junior will continue to menace the regulator until seniority alone is recognized. Gugler has nothing to fear; he has simply been relieved of a responsibilty and the use of a stop watch to call time on the boys at the closet, a job Billy is fitted for, if our friend has no objections to his historical name. Let us hope our boys will be the gainers, and in place of becoming hoodlums they may become men not in size alone.

Oh, come back again, consistency! Consistency, for thy sake alone I take this matter upon myself. Since Mr. Adams was courageous enough to admit the lack of honor amongst railroad managers, what have I to fear from admitting a shortage of the same commodity amongst workingmen. Whatever kick is coming let us know it. No person would pay $15 to the *News-Reporter* to take this matter up so far and the iron worker that told the *World-Herald* reporter that Cushing was a company man is a stump sucker and ought to know the company hired him. Let us make our kicks plain and truthful and muzzle the calves that suck the shelter of outside journals.

Manning should speak respectfully to men. This company expects that when men fail to do

their duty they will be discharged and nothing more. Much ago about nothing. Yourself or friend may get the next chance. Let every man help the MAGAZINE along. It enjoys too much of their troubles for the small amount of their assistence. Mr. Dickenson's high-sounding title is to be removed and his authority enlarged with such a change. Natural causes backed by Ed. can be depended upon to accomplish good results to all. Never during the history of the company has there been such a demaud for a man equal to the emergency with abundant crops and an assured increase of trade to the road. How then are they to be met with? Not a spare engine on the line in Nebraska, while both men and machinery have been idle for the past four months and crippled engines side-tracked. One penny wise, 240 foolish. The next man that takes charge of the locomotive department will require more than the assistance of the Lord to make a showing. Fear not, North Platte will be called into use again. It never should have been so far closed. What is most to be deplored is the loss of the brains that built it up. Call them baek again and send the titles back to the Northern Pacific.

This great highway is degenerating. With sorrow I behold it. Ed. can save it without robbing a single section hand.

In a quiet way I have been informed that Mr. Resegnie is to be removed west.

Mr. Jones is working. A pleasure to see his honest face again. C. P.

ARMSTRONG, Kan., August 23, 1889.

Editor Magazine:

This has been a remarkably cool Summer in this latitude. The highest point the mercury raised in the thermometer (Fahrenheit's) was 96°, and that for a few days only. We have had very heavy rains at intervals for the past month, doing considerable damage to railroads by washouts, and has done a good deal of injury to private property.

The phenomenal of the sun through nearly the whole of the past month was something not often seen in this latitude. After rising above the horizon in the morning it would appear blood red for about two hours, and the sky would appear hazy for about the same length of time, which gave rise to the soothsayer that it was a sign of ill omen, while people less superstitious claimed it was caused by natural laws.

Vegetables, fruits and berries are cheap in this market at the present time. Potatoes can be bought from 20 cents to 30 cents per bushel; berries in season could be bought from 5 cents to 12½ cents per quart box; roasting ear corn sold for 5 cents a dozen, and everything else in that line in proportion. Soft native coal is selling from $3 to $3.25 per ton, hard coal from $9.50 to $10 per ton. Very little cord wood is used for fuel, as it is getting scarce and consequently too high priced.

Work in the different departments in the shops here is brisk. The company hired about twenty new machinists in the past month, some few boiler makers and helpers, some laborers and freight car repairers and put on about six boys in the different departments. You cannot call them apprentices for the most of them are treated more like laborers than mechanics. As a general *thing a boy gets* a very poor show to learn a trade *in any department unless* his father is a foreman *or has some influential* friends to intercede for him. The present system of making American mechanics is faulty, and should be remedied as soon as possible.

The machinists are at their old business again of quitting. Five of them have quit already. Some of them do not work a week, when they are off. The most of them claim that there is too much bulldozing done here, while others think the pay too small. Fifty hours a week is the motto yet in all departments. Business on the road is good, and working hours must be increased soon to meet the demand for engines.

Engineer John Denison has been elected delegate to represent the local lodge of the B. of L. E. at Kansas City in the National convention of that order, which is to be held in Denver next October. His instructions are known and progressive.

John Simpson, foreman of the round-house in the day time, resigned his position as such about July 26, and is running the passenger plug train on the road. John has the best wishes of all he came in contact with while he was holding the position of foreman. J. H. Stubbs succeeds him. He is familiarly known as Harry Stubbs, and is well known in Denver and Cheyenne, and came from the former place here.

Henry C. Darby, foreman the in boiler shop, through force of circumstances, resigned his position as such on August 24. Mark Hobson succeeds him. The promotion of Mark was of marked respect to him, and a promotion he highly deserved. He has been a good and faithful workman. The discipline of the shop was too rigid for H. C. Darby's convivial proclivities, and hence the dismissal.

David Lee and family are home again, after sojourning a month in the Canadas. David looks quite "pert" after his vacation. Jerry Stout is home from the setting sun, looking hale and hearty.

August Anderson, a laborer, received a terrible injury while in the discharge of his duty in rolling a freight car wheel to the turning mill. He slipped on some sheet tin and the wheel fell on one of his legs, breaking it in two places. Those in that department were nearly half an hour in finding a stretcher to convey the man to a place where he could get medical assistance. Men injured in the discharge of their respective duties should get immediate medical aid. There is great complaints from the boiler shop on account of the numerous cuts and bruises, some very painful and dangerous, that men receive nearly every day on account of the green hands they employ there in the capacity of helpers. It requires very skillful helpers in a boiler shop on account of the cramped and crooked position they have to put themselves in in the discharge of their duty. AU BOUT DE SON.

DENVER, Colo., Aug. 24, 1889.

Editor Magazine:

Nothing of special importance this month to report. Several new men have been started and there is plenty of work to do. One blacksmith from the busted North Platte shop has been given a fire here. New shops talk is kept up but the shops are not started yet.

Orders have been given to put on extention front ends on all locomotives. It is not long since such appendages were all taken off. The cost of monkeying so much with such things must be large. There appears to be a wonderful lack of stability about U. P. management in such things. It may make work for the men but they have to pay for it all in the end. Experience of the past would indicate that the company could, with profit, leave the experiencing to other companies. If the stacks and front ends put on and taken off in the past were no good they cost enough and the one being tried now bids fair to follow the others. The first engine equiped with one here would not make steam and nearly died on the road, after making delays in running time. TIM.

UNION PACIFIC EMPLOYES' MAGAZINE.

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REMEDYING SOCIAL ILLS.

That there are social evils must be accepted as a fact. People may differ as to what are ills, but all would like to see something changed to what, to their mind, would be an improvement. The murmur of discontent is heard on all sides; it comes from struggling humanity trying to live. It has always been heard, and it is to be hoped that it always will be, or at least until the millenium is reached. A dark day will surely be dawning on humanity when the murmur of discontent, which is but the sound of the tread of advancing humanity, is heard no more. Trying to live better as the light of civilization casts a gleam before.

It is not to do less but to make the man accomplish more in a life time of what constitutes human happiness, and to enjoy all that he does accomplish, that is wanted. Social ills are those that prevent him enjoying what he does accomplish, or prevents him doing only a limited part of what his natural powers make possible. Man is so connected with his fellowman that the acts of one affects all to a greater or less degree. Mankind are mutually dependent. In this natural condition we now find injustice—social evils—and where remedies must be applied, and they must not be applied more rapid than they can be assimulated. It is not kill or cure; it is only cure. *The patient must* suffer in the meantime. If the attempted remedies appear to aggravate the ills other attempts must be made.

All the ills that we are positive of are in this life. They are sufficient to use all the powers of human intelligence. It is certain if that part is cured none of the laws that have been written as panacies for stated conditionary ills of the hereafter will be broken, consequently all is covered in proper attention to the present. Proper attention means right consideration of the causes of the ills, or as near right as the present light of our knowledge reveals to us. It is certain that we must grope along as the light advances, and that advances very slow.

Nature is governed by unchangeable laws. Like causes produce like results. If the results are not always the same it is positive that the causes were not. There is no escape from punishment for a violation of nature's laws. It is certain that all human ills have arisen from such violations, either knowingly or ignorantly, for ignorance excuses no one, and either by ourselves or antecedents through many generations, and it is certain that through a knowledge and observance of these laws must relief and cure come. Relief as knowledge spreads, cures only when it is universal, for humanity is one family, and a social or physical disease cannot be said to be cured until the last vistage of it is surely re-

moved from every branch of the family. Whatever ills that human beings are suffering under in any part of the world to-day is liable to be inflicted on the posterity of those who now appear to be the farthest from it. The present slave trade of Africa may have its repetition at some future time in America.

Whatever social ills we may be suffering under in the United States at present, they are only in accordance with the popular intelligence. Our political, social and moral affairs fully reflect it. A river can rise no higher than its source. The reformers that reform must take such facts into consideration. Thus, unconsciously, the Knights of Labor are doing more against the curse of strong drink than the Prohibitionists, for they are elevating men's minds, the source of all their acts, which the simon pure Prohibitionist pays no attention to. He is fighting effects, the Knights the cause.

Reformers of to-day have men of to-day to deal with, living under conditions that they had very little to do with in making. They are born into those made by their ancestors, which they are compelled to accept, if they exist at all, until improvements are made. They cannot be destroyed and a new beginning made. Those must be improved, and will be limited to their increase of knowledge of their needs and possibilities.

A few may point out possibilities, but only that much will be done as can be conceived by the popular mind. Revolutions may be excited, but invariably the conditions, when the excitement is over, falls to the level of the popular mind. Reforming our social ills rests entirely on raising that level. Many reformers are making mistakes by trying to force effects *without regard* to material to work *on, and in* advocating ideas that are beyond the conception of the popular mind. They are thus wasting their strength. They wonder why more do not follow them, but the wonder is that they temporarily get as many as they do.

The great mass of humanity, on whom advancement depends, are engaged in a constant struggle to exist, and they must do it much as the circumstances of their birth and conditions, that they had nothing to do in making, enforce. The time that they have to even think of any change is limited, and those are doing most to reform social ills who endeavor to get them to use this limited amount of time to necessary thought and study and increase the amount of time at their command, without confusing them with propositions entirely beyond their present capacity, and the capacity will increase.

The fact must not be lost sight of that there is bread to be sought for every day, and that it has got to be found each day. It must be made sure of, and that the real matter of every day conditions have far more influence on a man's thoughts than that which the imagination is trying to lead them to, and that it is the minute little improvements that are made each day in those conditions that are going to be, as in the past, the sum of all the reforms that the future may record to human gain.

Some may ridicule the efforts of others on these small things, saying that they are only dealing with expedients, but they would see, if they were not blinded with the one idea of their own, that humanity had advanced only by successions of expedients. The one that climbs the ladder rund by rund goes expedient by expedient; he rises while another stays at the bottom and tells how it may be flown.

They talk about going back to first principles, but humanty is too

deeply occupied in supplying the first order of nature—food—to go back. They are forced to shift along as well as possible from where they are.

No one can estimate the amount of good that is being done each day by lecturers and writers on social questions. The number of minds that may have been set to thinking is not known. No effect is shown on the surface. The seed may reach some ground that will develop it more rapidly than others, or it may fall on ground incapable of maturing it. When its growth is seen on the surface it continues quietly and surely.

Of all remedies proposed only those will accomplish any good that are suited to the needs and conditions of the patient. Those that relieve the immediate sufferings of the patient must be sought first. Thus with the miners of Illinois. Immediate relief from starvation is necessary. The powers over them that each day rob them of what their labor produces must be removed before the finance question, the temperance question or the land question can be given attention by them. As the child in school learns it is prepared for and reaches out for further knowledge, so as mankind improve immediate surroundings it reaches out for more. That process is the true remedy of social evils. There is nothing that retards the work of such remedies as those teachings that tend to make men contented with their present conditions, by making them believe that it is the will of divine providence, and covers from them the light of knowledge that, through ignorance, they may be contented.

The reason some nations stand so far ahead of others is thus explained, for chance had nothing to do with it. History should be the sociologist's first study. It broadens the view.

PROMOTION FROM THE RANKS.

Men toiling hard each day in any occupation become, in time, tired of it; not so much from the work as from the feeling of being tied to it, a hopelessness of a change. Life would be more enjoyable at something else, even if they had to work harder. A prospect of an advance to a more responsible position in the line of their present occupation lifts a great load from those with any degree of ambition, and a man with no ambition is bad off.

Men live on hope. Hope for what? For a something different than that which is at present occupying their attention, for a better existence. "If I only had that man's job I would be all right," is a common expression. Perhaps that man is thinking the same way of another. Undoubtedly much of the feeling is prompted by greed rather than ambition. Greed prompts one to wish for another's position or an advanced place without a question as to his fitness for it. Ambition, in its right meaning, through fitness only, for the truly ambitious consider permanency and what is necessary to it. It causes to be considered the possibilities of a fall. It carries caution with it.

Hope leads one over the stony path of life. Without it life would be unbearable. The average wage worker of to-day may not be able to reason out that he has a fair prospect of being anything different than the paid servant of another, but if he can know that there is a good prospect of his reaching better pay and surer employment, it makes life easier.

Promotion from the ranks give this. From where else places could be filled one may not be able to state, unless caste is recognized and conditions of birth are to give rank. In such case there would be no promotions, but the present practical age is hardly adapted to

that. Executive ability exists only with some practical ability, and the practical part is found only in the ranks.

What President Adams of the Union Pacific says is received generally with a great deal of weight and worthy of being heralded over the country. He has lately been talking to a reporter at Omaha and said that promotion from the ranks is to be the future policy of the Union Pacific Company. This information, if it is a fact, should be gratifying to the employes. He is reported to have said:

In going over the system as I have been doing for these four weeks, the most gratifying feature is the aspect I have seen of permanency in the present working organization. It is far greater than anything that has existed before, since I have been president of the company, and it leads me to feel a confident hope that the disorganization in the Union Pacific service, which has necessarily existed from causes beyond my control, due to frequent changes by resignation, death, etc., is a thing of the past. I can see reason to feel confident now of the permanency of the organization.

An organization that will be permanent has at least taken shape. Of course every organization of a railroad undergoes changes. Even that of the Pennsylvania railroad has been changed entirely within my recollection. Nevertheless I hope and feel that a working local organization of the Union Pacific has at last taken shape, which I hope and believe may practically continue for the next twenty years.

There has been hitherto, for reasons which I have regretted, but could not help, a large infusion of a new element from outside into our service. I believe that it is over, and, in the future, I see no reason why the Union Pacific should not show the effect of organization and system by having promotions made from within its own ranks. It will be very strange if with a force of 20,000 employes we cannot find men in our ranks to fill all vacancies. And new blood which is brought in should be at the bottom, and any vacancies above should be filled from below.

"Is your policy what might be called one of civil service?"

"It is not civil service" replied the president. "No seniority or any other thing *but merit, and merit* alone, will determine *the promotion.* We believe we can find *all the men* we want without going outside, and that constitutes a permanent service, which I believe we have got.

He does not say why the thousands of employes that have been in the service the past twenty years have not developed the right kind of "blood" before or what has caused the improvement that justifies to him a change in the past policy.

Mr. Adams is a man brim full of good intention, and has proposed many very pleasant appearing plans for the employes of his company, and by them he has created much hope, and consequently good feeling. He is a good diplomat, a trait noted in the Adams family. When is this policy to commence is what the employes are most interested in knowing, and whether he will personally see that it is carried out or left to others, for, if the latter, it may prove that he will enjoy, in his Boston home, the pleasant consciousness that he has inaugurated a righteous policy while, in fact, there exists no perceptable change from the past.

It would seem that of all classes in the ranks, needed section foremen could be found among the section men. Still, hardly a month ago, a section on the Denver and South Park division was supplied with a foreman direct from an Eastern road, and necessarily ignorant of the work on a mountain road like "The Park," and which proved true by his nearly causing the death of several of his men soon after and, as it was, injured them by doing just what old employes under him cautioned him against. But, perhaps, section men don't count, or not till new roadmasters and superintendents have provided for their friends.

Promotion from the ranks, if it means anything, means what it says, but, after all, a thorough digesting of what the president has said does not add much to the employes' supply of hope, for it seems

to carry with it the thought that in the future there will not be many changes, and consequently not many positions to be filled by promotion, and Mr. Adams has an opportunity to show his good intention to his company's employes far broader and far reaching, and more acceptable to the rank and file, by inaugurating some of the features of his plan to insure them just treatment, as outlined in his article on the prevention of strikes, published in *Scribners* and re-published in the MAGAZINE. An equitable and just way of deciding where the merit necessary for promotion lay could be made to work in harmony with it.

Mr. Adams has, most evidently, a big heart and hopeful words for everybody. It is to be hoped that in his practical dealings he will not be forced to leave his better motives in the back ground. Some time ago he spoke to some college students and depicted to them the great opening there was for them in railroad life, and encouraged them by saying that the future railroad superintendents and managers would come from college graduates. How are they to be provided for if all the railroads adopt the policy of promoting from the ranks? Surely it is not to be expected that they are to go in the ranks and face the exposure, dirt and hard labor found with the rank and file, and at the same time stand only an equal chance with the bright, strong young men of brain and brawn that have from childhood been gaining a practical knowledge of railroading. Perhaps his experience with college men has forced him to give up the thought of their being utilized in that way; that they are not intended for that kind of work. Or will they go into the ranks just long enough to get an idea of the duties, and thus make their promotion come from the ranks? Mr. Adams has said nothing contrary, in fact said what might be considered to point that way, when he denies seniority of service any weight in promotion. It is evident that Mr. Adams will have to compromise his evident good intentions and desires many times. When some citizen of wealth and influence asks that some protege of his be given a "show" out on the Union Pacific it will be given, and it will not be expected that that "show" will only be equal to the one given the son of an employe with no influence back of him.

The ranks alone should have the right of promotion, and merit should give it, but in the future, as in the past, all their rights will have to be fought for if they are maintained.

CORPORATION PATERNALISM.

It is astonishing to what an extent the anxiety of some railroad managers for the welfare of their employes has reached, as demonstrated by the vigor with which the so-called relief association schemes are pushed forward. So contrary is it to their philanthropic efforts in other directions, that if there was no other cause to question their benefits to employes, the fact would naturally raise strong suspicions against them. The past records of the promoters will, however, regulate considerably the extent of this feeling.

We do not refer to the simple medical and hospital assessments, for they are of a class that give immediate benefits when the occasion arises, and their cost is very low, but rather to those paternal affairs that are intended to remove much of the individuality from men and make them more sure a part and parcel of the system for which they work.

Their introduction appears to be growing in favor with railroad officials, and their features should

be thoroughly understood by all classes of employes. It should be discussed in the lodge room of the various organizations in order that all sides may be brought out, and that intelligent, conserted action may be had for them if good is to be derived and against them if they are to be justly condemned.

There is certainly nothing of a socially beneficial nature that can be credited to them, at least as far as inaugurated. They will not make men any more intelligent, add any improvements to their surroundings, nor make them able to produce more of life's necessities or receive any greater share of what they do produce. They only provide against sickness and accident, and at a high cost, and if one escapes all these for a certain number of years and retains his rating as a servant of the company, he gets a pension, but this is a long way in the future, and generally arranged to come about the time the man will probably be ready to die.

Their prominence appears to spring from the idea that workingmen are improvident, and by making these associations compulsory, or the payment into them such, their lack of self providence will be counteracted. There is evidently also a desire to check the rising discontent from the hopelessness that so many realize is their lot from the bare living wages that men receive. The promoters of these plans know full well that it is only by the strictest economy and self denial, coupled with good fortune from accident and sickness that the average wage earner can fortify himself against becoming a pauper in old age, and impossible for those earning less than the average. Exceptions can be shown, but they are exceedingly few.

They know full well that the *conditions that* now exist between *employer and* employe are strained conditions and unnatural; that employers are growing fewer in number and richer while the employes are growing poorer and more plenty; that the strain is increasing and must ultimately burst. There is a desire to delay this as long as possible, and a tendency in that direction is what is hoped for from the establishment of relief associations, a relief that the employes must furnish. There would certainly be no need to advance anything of the kind if these relations were just. Mankind is sufficiently strong to produce sufficient in the prime of life for the needs of old age, and would if all had their natural right.

From the formation of such associations the promoters hope to keep men loyal to them and from resenting petty tyrannies because of fear of discharge and the loss of the hope for benefits from their payments to the relief fund. The larger these payments the surer such a result.

They tend to create a paternal power over men, causing them to regard the corporation much as the slave did "Ole Massa," a feeling that is too extended already, which must and will decrease as wage earners' conditions improve.

Voluntary beneficiary organizations must not be confounded with relief associations such as those on the Reading, Pennsylvania and Baltimore and Ohio. They are as different as the government of Russia is from the United States, and the relief association promoters' arguments in their favor are much the same as those of the upholders of the Russian form of government.

The one is voluntary and self governed; a change of employment does not cause the loss of the rights already earned; the other is compulsory and autocratically governed. If one leaves the employ of the company he loses all rights.

whether he leaves voluntary or is discharged. Men become connected with the first after a careful consideration of his needs and the cost. He may be situated so that he does not need the benefits, and consequently does not need to bear the cost. The other has not that feature.

What is needed most at present in labor ranks is that which will tend to make them more self-reliant; learn to know more of their powers and the proper use of them; to know each of his rights and to dare to maintain them. The increase of such will cause a decrease in the number that can be charged with being improvident.

Compulsory relief associations have a contrary tendency, for it causes the future to appear to be provided for, and less thought is given to it. The less thought the less will the powers in self be cultivated; not cultivated and man sinks.

The negroes, as white men captured them in Africa, were far more self-reliant than their offspring after several generations in slavery, when everything necessary to continue their existence was provided for them. The canary hatched and bred in captivity, where all its necessities are provided, loses the natural instinct of its kind to find those necessities, and would starve if given its freedom.

A CLASS OF HYPOCRITES.

How many acquaintances can the reader call to mind that at one time were known as "ranting reformers?" No one could see as far as they or kick as hard against things that were not as they wished; who were ever ready to point the hand of suspicion at those who wished to hear the propositions discussed and the light of reason thrown on them; calling such half hearted and timid.

Where are many of that class now? Why are so many doing nothing for needed reforms, but actually assisting in promoting those conditions that they once announced they were opposed to? What would any labor organization or reform movement now be if it had depended on them? It is, after all, only the quiet, thinking, stick-to-it ones that cause any results to be shown.

The labor movement has seen so many of the would-be lightning kind of people, has suffered so much from them, as well as those whose interests and acts are fitful, and is likely to be in the future, that it is well to consider what the causes are, and, if possible, introduce reform among the reformers.

Perhaps the whole trouble rests in the common fault of humanity —selfishness, in some form or another—and with some added, perhaps, inherent dishonesty. It will be found that some of the class we are considering have dropped into more lucrative positions, and they are viewing a pleasanter side of life, forgetting past experience; seeing no need of improvements they join with and aid that class who wish to keep up present conditions. Perhaps if the past is not entirely forgotten they dread a fall, hence use any and all means to cling to where they are by trying to keep in the graces of those with whom they are classed, though only as are poodle dogs. Take, for example, some one of this class who has got to be an employer or foreman over men. Many can be found who, previous to their elevation, took an active stand for just wages, just treatment, and actually urging on the organization of their fellows, always cursing such as did not join, who now are quite opposite to this, scheming in every way to reduce men's pay, using petty tyranny over them, making life as unbearable as possible, and display a horror of a union man, and, too,

when it was by the aid of such that they were advanced. The writer is personally acquainted with several good illustrations of this on the Union Pacific. Perhaps they found that such is necessary for them to retain their place, but we do not believe it would be required if none were found that would act that way, but what points that way is the fact that men have been asked to withdraw from their labor organization as a necessary step to their receiving an advanced rating, and as some have done it, it opens the way.

If, as it appears, such is true, it deserves the consideration of all as to why any one should be so asked, for there is certainly an evil in it and back of it. The hypocrite is found by it; their treatment is universal condemnation and to that extent that it will check their development, as it acts with some other crimes that have no legal punishment. Most men do not like to know that they are universally despised.

The same conditions are found with those who gain political advancement, but the case is still worse, for, scarcely without exception, they were advanced by the aid of the movement that they were formerly connected with, and to retain it they must play a double faced game, be solid with the powers that be and have the respect, seemingly, of the other side. The props under such can and should be knocked out. A leading politician told the writer once, boastingly, how many members of labor organizations his party had taken up and put in good positions, but was surprised when convinced that with very few exceptions they could not then claim the membership or respect of the orders they had belonged to.

It is not the position that makes *such marked changes*, for honest conviction can be retained at all times, but there must be self respect and honor in the individual, and this the hypocrites have not got.

The selfishness, without the display of rank dishonesty in their character, is seen in the class who, when their personal interests are in danger, are very active, and inactive when they feel the contrary. They are prepared to be counted as connected with the others when the current appears to be in their favor, but opposed to them if a reverse is met. Such must have a conscience that is as plastic as clay.

Men are heard to say, when their position is changed a little for the better, as they think, "I must withdraw from the organization; it is not consistent with my position to be known as connected with it." Even some have been known to say this when a relative is advanced. It would be plainer if they had said, "I am a hypocrite."

We may raise a man to an exalted place and hail him as infinite, but he will not be so unless he is. The test of the refinery is surer than the guess of the miner.

Every move for the good of mankind has been handicapped by this class. They are the Benedict Arnolds. They cannot be avoided altogether, but they can be made objects of derision, and by its effect their number decreased.

THE good to all parties concerned, to be derived from a proper federation of railroad employes, can be estimated from the strike on the Atlantic and Pacific Railway the past month. If proper organization had existed among the men on that system no stoppage of work would have taken place.

If the press reports can be given any credance the immediate cause was a very simple matter, and while the strike righted it, it was the cause of much loss to all sides.

The employes of the various departments outside of those inaugurating the strike showed a disposition to aid their fellows, and did, but not without expressions of dissatisfaction over the simpleness of the immediate cause. If this disposition was crystalized into a proper federation, there would have been no strike. The results would have been the same to the greater satisfaction of company and employes.

Corporations can make no better provisions against such undesirable affairs than to aid the organization and federation of their employes.

THE strike in London, which has been engaging the attention of the world, has come to a favorable ending for the workmen, which causes American workmen to rejoice. The causes for this remonstrance on the part of labor are the same as found in other parts of the world—an insufficient share of what they produce and the unwillingness of those who employ men to listen to the murmurings of discontent, evidently thinking that they would be able to force it to silence.

The leading newspapers of America have been unanimous in their expressions of sympathy for the strikers and the justice of their cause, remarkably opposite to their expressions when citizens of their own country are forced into similar and equally as justifiable demonstrations. They have attempted to justify the London strike by showing the conditions of the workmen there, and show American workmen that they should be thankful, that they have no such causes for complaint, disregarding the conditions that do exist here, as exampled in the coal regions of Pennsylvania, Illinois and other States, the factory centers of the East and the large cities, the conditions that the *mine operators of* Northern Colorado are now trying to force on the miners of that section. It looks like a case of whose ox is goaded.

A volume could be written on this display of inconsistency on the part of the monopoly organs of America, and why it was displayed, for there is certainly a purpose in it. They are the mouthpieces of those who see that they are used to further their purposes.

THE coming convention of the Brotherhood of Locomotive Engineers at Denver is being anxiously looked forward to by all interested in railroad affairs, though the cause of the anxiety is not the same with all.

Railroad employes, including the great majority of the rank and file of the locomotive engineers, hope and expect to see a broadening of the policy of the organization; railroad officials of the upper degree the reverse, and their hand will be seen attempting to regulate the action of that body and prevent any move that will bring that great body of railroad workmen into closer relations with their fellows in other braches. Why they should when federation would be as much benefit to the companies as the workmen is difficult to explain, and they will not do it themselves.

Whoever opposes federation of labor workman have just cause to be suspicious of, whether he be in the ranks or not.

IF any good results are to come from the ballot it will be only after the corruption that controls the ballot box now is made impossible by the Australian system of nominating and electing. Wherever it has been introduced the corrupt element is agitating for the repeal of the law creating it. This is a good reason why honest citizens should stand solid for it.

WORDS.

"Have you ever thought of the weight of a word?
That falls on the heart like the song of a bird;
That gladdens the spring time of memory and youth,
And garlands with cedars the bowers of truth:
That moistens the harvesting spot on the brain,
Like dewdrops that fall on a meadow of grain,
Or that shrivels the grain and destroys the fruit,
And lies like a worm at the lifeless root.

"Words! words! they are little, yet mighty and brave,
They rescue a nation, an empire save;
They close up the gaps in a fresh bleeding heart
That sickness and sorrow have severed apart;
They fall on the path like a ray of the sun,
Where the shadows of death lay so heavy upon:
They lighten the earth o'er our blessed dead,
A word that will comfort, oh, leave not unsaid."

Yes, how little we think what the weight of a single word may be, what a power it may have, how long it may echo and re-echo in the heart, how much of joy it may give or how deep the wound it may make, how high it will lift one to good and noble deeds or how it will rankle and rave with the bad in a heart to make it do dark and bloody deeds. Once spoken it can never be recalled. 'Tis like a pebble thrown on the smooth face of the ocean. It will set the tiny waves in motion until it has reached its furtherest shore. Often I think of an encouraging word from a mother. It still lives, and when discouraged, and things look dark, it comes new, and I can start off with new life, new vigor, to meet life's trials.

I remember once when a youth of going out one bright morning to help father do some work in the field, went out thinking I would do as much as a man. I worked hard that day; not a moment was lost; hardly could I take time to eat dinner I was so anxious to show that a boy could do a big day's work; not for money, but for the reward of a word of praise at night. Did I get the reward? Oh! I was so tired, my hands so sore, but not a word of complaint, if father would be satisfied, only say, "You've done a good day's work, my son; when you get more used to it you will do far better." Had this come the reward would have been enough. It was only a word of praise, the reward sought. Did I receive it? No. But the words were: "What have you been doing all day? When I was your age I used to do twice as much as you have done." Disappointed in my reward, it was a setback. It was not what I had worked for. Did I do as much the next day? No, not over one-half as much; I didn't try. Had I received the wages I expected, an encouraging word, I would have worked harder for another word, and to please my father. The harsh, discouraging words only made me rebellious, and I would not try to please.

I began this, thinking that railroad officials and railroad bosses might perhaps see it. They may, perhaps, get a good idea into their brains, often befogged with the idea "I'm superintendent," "I'm boss," and "You who are doing this work are *my niggers, my slaves.* If you don't do as much as I expect you to do, get out, leave, I've no further use for you." When the trouble was at their own door the men had done extra well, but had to lay two or three days for material. It was ordered. But that wonderful, efficient branch of the road, the stone department, did not send the material or tools so the men could work. Wise men in here.

I know an instance where a man in the water department sent for a siphon pipe and received a tank spout. Again, he sent for a certain sized pipe eight feet four inches long and received a pipe four feet eight inches long, and because he did not get the job finished up quicker got a regular blowing up from the superintendent of that department. Oh, how the words cut, and the man must not say a word back or he would have been told, "Your services are no longer required." It was no fault of his that the delay was made, or the job cost so much.

Some of these bosses think that if they always find fault with the work done they get more out of the men. I will tell you, Mr. Superintendent, Mr. Roadmaster, Mr. Foreman, Mr. Boss, a few encouraging words, if the men under you have tried to do the work for the best, but are set back for want of the proper tools or material, which it is for you to supply them with, will do more

work for the company than all the damns and oaths you can utter in a month, and then after you have blown up your foreman or men for what is your own fault, will they not, as soon as your back is turned and before every one around, say, "I'm glad that man, whose parents belonged to the canine race, has gone." Try it with your words, superintendent, roadmaster, foreman. Give a word of encouragement to men where it it deserved, and let it come out free with the heart in it. If censure is to be given do it, first, alone with the man. Perhaps he can show you that the fault rested on some one else, and your fault finding should be given to some one else. Will men do as much for you, or the company, if your words are undeserved oaths to them when they know the fault is with you?

I have seen many cases on the railroad. One or two will illustrate. On section No. 00 there was a piece of bad track three or four hundred feet long, made so by heavy rains, the ground being naturally marshy. Trains had to slow down over it. The roadmaster ordered the foreman to put it in order so trains would not be delayed. He had two men (only two being allowed). The bad place was four miles from the station. He had a few ties, not one-half the required number, to put up the piece of track. He must truck these out on a rubber car; he is anxious to get it in order; he does all it was possible to do; he asked for more ties; it is two or three weeks before they come; he has done all he could to fix it; the ties were what was needed; trains are still delayed. Mr. Superintendent has to blow up the roadmaster; Mr. Roadmaster does not want the blame, so puts it on the poor section foreman, instead of saying to Mr. Superintendent, "You are the man in fault of this bad track; you cut down on ties in my requisition nearly one-half; you cut down on section men at the time; more were needed; this damning belongs to you instead of that poor section foreman.

Oh, don't use the harsh words you do, Mr. Boss, whosoever you are, while you order men to skin your lice for their hide and tallow, worth five cents, and spoil a jack knife worth twenty-five cents every time.

"Go build a stock yard at L.; side track standard; two per yard; material ordered from stone department; must be completed Tuesday night." This is Wednesday night; as trains run it was impossible for the foreman to make L. until Thursday night; he got there so as to begin work Friday morning; not a piece of material did he get until 4 o'clock Saturday afternoon, then only partly enough. The job was not completed in time. It was the fault of the stone department, yet the foreman was censured because it was not completed. The words were not deserved, as he had done all he could.

Hold your words of censure until you get the man they belong to. He may wear a brass collar. Your words of praise will not injure. If deserved, give them with a heart. It will be money in the U. P. company's pocket. SEE.

JUDGE COOLEY.

Public men are too frequently criticised only purposely to give vent to the spleen of some individual who feels piqued at the action of some official who, through a conscientious discharge of official duty, has been compelled to decide some matter in which the individual might have been interested—against him. But if it was not for criticism many public men would run away with themselves, forgetting that they were placed in position to serve, not to domineer over or waste the resources of the people. Circumstancial evidence will always bear an important part in charges of this nature, and by putting this and that together a claim may be woven sufficiently strong as to show selfish motives for the actions of men.

Judge Cooley is an interstate commerce commissioner, and receives what is generally considered a salary sufficient to keep the wolf away from his door besides laying up a few dollars annually. At the time of the celebrated Burlington and Quincy strike the Judge was invited to meet a committee of the strikers and

their attorneys, so as to properly understand the grievance as well as the demands of the men. The honorable Judge promised on more than one occasion to meet the committee, which he failed to do. From the present outlook appearances indicate that this honorable Judge did not intend to keep faith with the committee or their attorneys, and for reasons which are already becoming transparent we may further say, that many anxiously waited for the Interstate Commission to report, also that it was probably purposely delayed. The Brotherhood of Locomotive Engineers, committee said, "Well and good," for it now gives us ample time to gather more testimony damaging to the "Q." Our time nor Mr. Cooley's commissions never came. The Judge, or the Interstate Commission, now asks for information concerning the workings of Brotherhoods, etc., etc. Why is it necessary they should know more about our affairs? When it was desirable to reach out for us on the boycott the interstate law was applicable, in that it served capital. After two attempts to frame a "protective contract labor law" for our benefit a flaw is discovered and *the law is considered a good deal of a farce*, according to the late reports from the Pennsylvania's glass manufacturing district, and the attempts of the aristocratic owners of the plants to ride over any law that will not protect them in their efforts to break up the glass-workers association with imported contracted scabs. The embodying of this fact may to some seem out of place, but we intend, for instance, to hint that the interstate law, or any other of the kind, will be prevented from doing us any good. If corporation attorneys can bring it about we would like to acknowledge the error of our ways, and any attempt to do so is at once met with the remembrance of our disappointment when we settled in our mind, beyond a doubt, that the congressional committee, the interstate committee and the railroad and warehouse commission would never report the strike. From that time to the *present we have* been watchful and very *suspicious, mistrustful* of everyone that attempts to say (in official capacity) that they are or can be friendly to labor. We may be guaranteed in saying that it is impossible.

It is currently reported that Judge Cooley has been tendered the $25,000 job recently vacated by Traffic Manager Fink of the trunk lines association, also that when he was reminded of some caustic remarks he had made about another, who was picked up with a similar plum, he, it is alleged, refused to draw $25,000 per annum, and as a substitute prefers to work for the United States for $17,500 less. The salary allowed by the government for his present services as commissioner is $7,500. Had the Judge eighteen months ago lent our side of the question a willing ear and attention and not treated the Brotherhoods instead—as if they were composed of criminals—one might be guaranteed in saying, or we may say that we were now inclined to believe that a man would work contentedly for $7,500 knowing that it is said he can draw $25,000 for service similar. This last job being reported vacant for various reasons which we know not, and the whole matter is tinted so highly that a "sky after a shower tint" could not make it clear to the writer, and we do not presume to say that the Judge would draw both salariss and serve both, or work and labor hard for the "great grand trunk lines association" and the *dear people* (or Uncle Sam and this Interstate Commission) at the same time. There is but little doubt but what the characteristic ear marks of all that is embodied in bureaucracy can be imagined as sticking out plainly to those that look at both sides of this complicated matter from a business standpoint.

"ATLANTES."

"Who suffers more, the capable man who is at the bottom and who should be at the top, or the mediocre man who is at the top and ought to be at the bottom."

A raving maniac recently escaped from a Pennsylvania madhouse, and wandered over into New Jersey. He was nominated for congress before he could be recaptured. *Life.*

THE EXTINCTION OF LEISURE.

In the current literature of the last generation the disappearance of leisure was a general theme. One, looking over the periodicals of that time, finds indignant remonstances against the oncoming industrialism, mingled with regrets for the simpler and less feverish existence which was passing away. Save a few words now and then from Mr. Ruskin, one never sees protest or regret any more. Those whose natural occupation would be the development of their perception or of their subjective faculties, for the most part have ceased to complain, and drag on in their accustomed places as cogs or cranks in the industrial machine as best they may. Recreation is becoming a profession, study a specialty, business the chief end of life, and leisure not only a dissipation but a disgrace. Modern society tolerates no one who does not contribute in some personal way, toward its material activity. "Will it promote business?" is the main question of all legislation. "Millions for enterprise; for thought not a penny," should be inscribed over the doors of our state-houses and our national capitol. The enticing of men and women into ways of expending their energy or the fruits thereof, is becoming a fine art. Seclusion is departed from the world. The emmisaries of traffic invade our homes, beset us upon the road and lie in wait for us at the places of resort. Though we flee to the desert they are there, nor is refuge from them to be found on tops of mountains or in the islands of the sea. Whoever would keep even with the world by limiting his wants is regarded as a shirker of his duties. "It is in vain" says society to such, "that you plead your spiritual, moral or intellectual desire. You buy nothing, you furnish gainful employment to no one, you help forward no undertaking. If you withhold yourself from general activity, what right have you to live? You may cozen us or bore us; you may minister to our vanity or inflame our cupidity; you may debauch our morals or degrade our tastes; you may dose us with nostrums or poison us with adulterations; you may even maim us and slaughter us; but do that which promotes no traffic you shall not, upon pain of being devoures by taxation or prosecuted as a vagrant." The sum of modern ethics is contained in the word *do*. Do that which is good if you can, but rest assured you shall be pardoned for doing evil more readily than for doing nothing.

Our civilization has created an amount of desire immeasureably greater than it can satisfy—an old complaint, no doubt, of all civilizations, but one especially justifiable against our own, in that man's desire more than ever before depends upon means outside himself for gratification. Modern civilization increases the capacity for both sensual and intellectual entertainment, but says to men and women, "With the giving of opportunity to exercise this acquirement I have nothing to do. The obtaining of that is entirely your affair. I have multiplied the material attractions of life; if you can find no better way of sharing them among yourselves than heretofore, so much the worse for you." Under the old civilization, admission to the banquet of life, save now and then through successful intrigue or prowess or genius, was an inherited privilege. Under the new civilization it is, with the same exceptions, mainly a matter of purchase, the choice of fare depending upon the amount of the bid. After having been excluded from the entertainment since its beginning, it is in no wise strange that the multitude should be consumed with a frantic desire to consume its dainties, nor that so many should be willing to sell themselves back into slavery for even the crumbs which fall from the table.

Out of these conditions has grown that immense and complicated sphere of activity which we call business—the profiting in one way or another from this insatiate and universal desire. The long ago contest between the "haves" and the "have nots" is for the time settled by a perpetual auction exchange, instead of by the old-time method of warfare and serfdom in which human liberty is the coin current. The result is an enormous increase in activity, but not always, any more than of the old, in wisdom or hu-

manity or justice. As war was formerly, so now is business esteemed the most honorable occupation, and government has passed from the hands of soldiers into the hands of manufcturers and projectors. To be in business the youth inheriting a comfortable patrimony converts it into cash and takes to speculation; the middle-aged man whose industry has secured him a competence, increases his risks; and the gray-haired veteran, unable to appreciate anything else, plans new ventures and talks of profit and loss on the edge of the grave. Men rent offices and hang signs over them though they do little or nothing therein, and he who has no business makes pretence to one, that he may the better obtain credit and preserve his standing in the community.

So fierce is the competition and so many the risks of the business life, that those undertaking it carry the burden of their affairs into that part of the time nominally devouted tc leisure. Like the drive-wheels of their engines, they keep up action after the force which sets them in motion is withdrawn. Excitement becomes to them finally a necessity, their recreation being but a change in the manner of excitement. Of vital force, his most valuable posession, the American business man is a perpetual spendthrift. Like his horse, he is trained for speed more than for endurance. He sacrifice the staying power of his ancestors for immediate results. He has lost that noble repose, both of mind and of manner which gave dignity to life in the earlier days of the Republic. He suffers from a whole train of nervous and functional disorders—the natural protest of his overtaxed powers. His life often suddenly gives way or becomes a kind of prolonged disease, the only cure for which, when not too late, is change of occupation or absolute rest.

The bulk of those employed by business men must enter their work with the same spirit. We exclaim at the small wages which labor receives in certain nations of Europe, forgetful or ignorant that the amount of life-force expended by those *toilers does* not begin to compare with *the amount expended by* our own. The American workman is paid the highest wages of any workman in the world because he earns them; he turns out more product than any other workman in the world within a given time. But in order to win these high wages, he sacrifices the best part of every true workman's reward—the impression of his character upon his work. The artistic artisan has no place in utilitarian economy. His employer wants, not that work which is done best, but that which is done quickest. As Hamberton says of literary work, it does not pay to do one's best. The tendency of operative labor is to exact great attention and little thought, thereby making of the man and the thinker a mere automaton, in whom it matters little whether there is any mind at all. We are accustomed to speak of modern mechanical invention as labor-saving. It should be called rather labor-spending, since for every pair of hands released by it in one way there are a hundred put in action in another. This is said in no disparagement of mechanical invention which has wrought so many and great changes in the world, but at the thought that such mighty agents should neither have made men any more masters of their time, nor saved a single drop of sweat, nor rested a single over-strained muscle.

If the business class and those in their employ are in such measure unable to afford or to appreciate labor, what shall be said of the hard terms imposed upon the professional class, members of which are supposed to have more capacity for the enjoyment of leisure? Whatever may be their capacity, their opportunity is no greater that the opportunity of others. He who puts up his intellect for sale, must do so as unreservedly as he who offers for sale the strength of his shoulders or the skill of his hands. The public is the hardest of task-masters, as well as the most undiscriminating. Whoever in our time undertakes to win the approval of that capracious patron, must generally begin by forfeiting his own. The number of reflective and of imagnative minds thus diverted from the nobler exercises of their powers, is beyond estimate. Consider what a standing temptation is that

of the daily press; how many superior minds have been dissipated in its service. In truth, it begins to look as if the independent scholar and thinker must soon determine to what degree the finer and coarser employments may be performed by the same person; in what proportion one can clean stables and study Plato in the same forenoon. The so-called learned professions have in such measure degenerated from their original idea of disinterested service, that the professional life has come to differ very little from the business life. The working of a muck-rake would less unfit a man to be a thinker than much of the professional life of our time.

To whomsoever happiness consists in the turning of his energies into the largest amount of money possible, let him pursue that end; but shall the sum-total of human energies be forced to expend itself upon the same lines? They are but shallow observers who deem the desire to better their fortunes to be the ruling passion of the majority of men. Next to the sustaining and the transmitting of life, the strongest desire of the majority of men is personal independence, of which he who would advance his fortunes must sacrifice most. Men generally fail to better their fortunes because they are unwilling to pay the price. The present industrial system would force them to pay it whether they are willing or not. Just here, more than in inequality of condition, is the cause of many a fortuneless man's quarrel with the world. Only that labor can find employment which will concentrate and expend itself to the utmost. He who should propose to labor five hours a day, though for less than half of what is paid him who labors at the same employment ten hours a day, would be laughed at and denied opportunity to labor at all. It is the intense and prolonged application required in every department of associated industry that makes men of reflective temperaments morose and pessimistic. The tread-mill round of industrial civilization takes all the inspiration out of their lives.

Let there be no misunderstanding about *what is meant by* the word labor. Labor is forced exercise of one's physical, mental or emotional powers, and implies pain. Whenever such exercise is performed through love of it and regardless of extraneous reward, it is not labor, but pastime, just as truly as is the action of the boy panting through a game of football, or buried in the pages of "Robinson Crusoe." The one is undergone for the wage it brings, the other for the satisfaction of doing it. There is no end of cant in this matter of labor. Too many of us want that to be considered labor which is done mainly for our own entertainment. Those who perform real labor know that much of what is paid for as such is not labor at all; worse yet, that it is not always honest pastime, but merely the gratification of individual vanity and arrogance. It is especially to be remembered that leisure is not sluggardliness or inaction, but choice of action; and that no labor is so hard to endure as absolute idleness.

It is not forgotten that the denial of leisure to themselves, on the part of the greater number of men, is obedience to to that force which is the foundation of all social order—the parental instinct. Look anywhere and you shall see the hardest workers to be men with gray in their beards. It is certainly the first duty of every man and woman who bring a family of children into the world, to devout themselves to that family's maintenance and welfare. But after the preservation of health, in what does the welfare of a family of children chiefly consist? In right instruction, that is to say, the fitting of them to use their faculties to the best advantage when they shall have become men and women. In this matter of instruction it is insisted that the most important part is that which is received at home. Herein American parents are greatly at fault. They have no time, if haply they have the capacity, to direct their children's perceptions and tastes, or to regard that unconcious education contained in their own example. Home practice is not made the standard. In short, education is esteemed a thing to be provided by the state, or to be bought, when the time comes—an idea which is turning us into a nation of vul-

garians. A man cotending against poverty and ignorance must perforce leave to others the education of his children, if they are educated at all. He generally has all he can do to keep their mouths filled and their backs covered. If, by persistent toil, he succeeds in raising them out of his own hard condition, he deserves well of society; he has done what he could. But a man intelligent and well-to-do, whose life is made a perpetual grind in order that a family of children may be provided with luxuries, or fashionable diversions, or great estates, though in obedience to the same instinct as in the other case, does not deserve well of society, and his sacrifice is to his offspring more often a curse than a benefit. He would have deserved better the regard of everybody had he made himself his children's guide, companion and friend though he left them no legacy but the trade or profession to which they were each best adapted by nature, and the knowledge of how to see and to feel and to think. On the minds and bodies of the existing race, more than on their pockets, depends the excellence of the race to come.—*The Forum.*

[TO BE CONTINUED.]

KEEP THE MONEY AT HO

"Chas. S." in the August issue of the *B. of L. E. Journal* briefly portrays, in a rather exquisite manner, the imaginary object held high in view by the "yearly hegira" who homeward fly from Europe at the end of each season. Many Americans go to Europe before they have made a trip over our great lakes, and such a voyage is considered by our friends who have such an experience, in the proper season, to be very beneficial, at the same time our own vessel owners have been patronized and our money spent at home. However, it was not aristocratic, and not in keeping with views of "patronizing home industries."

This article ought to bear the heading of "White Wings," for in a careful manner have I investigated the feelings of this immense flock that crowd upon European steamers every year, and I am positive that they would fly to Europe if *they had wings.*

I must concur with Chas. S. Lynch in his attacks, in an unguarded moment, upon this "class of caste" who throng with lively interest each ocean going steamer, and who are they? We can with half a glance determine. Further explanation is not necessary, for many who constitute this traveling element thrive under their banner of "protection," but they do not prefer to *patronize* "home industries." They seem to feel inwardly as if they were singing, "To glory we will go," and they probably feel it is the grandest achievement of their whole career when they "walk the plank" to board an ocean going steamer. They cannot get their money ready quick enough; they have been the foster children of some "trust" that has crushed out all competition and "absorbed all there is in it."

After "putting on the screws another turn" they find there is no more in store for them, and they conclude they can best escape the imaginary condemnation of the members of labor organizations and the "laboring element" who torture them with their "continual allusions" to the "codfish aristocracy," etc. Nor does their arguments end here, for they imagine that every working man is opposed to them, therefore they at once wad their pockets with cash and go abroad and let the sun shine on the land where they prospered, while they comfort the "pauper labor" of Europe and lavishly spend money there. Our advantages affords them numerous chances to absorb the wherewith to go abroad, yet they are not satisfied, for upon their return economy must be practiced, and it is generally done without much feeling. This foul practice ought to meet with the condemnation of all men in the employ of railroads. Buy your goods and supplies from men who stay in America and spend their money with us, for in this mild way we can induce some of "Our Americans" to spend their money at home. I understand there is a company formed and they will build a railroad to the summit of Pike's Peak. This will serve as a substitute for similar trips they make in Europe, but will it be patronized?

When I read the "Society Notes" in our daily papers I frequently imagine I can see the following: "Mr. Pinkerton and family recently arrived from Europe. The floral decorations at the reception were elegant." "Mrs. Pipeline and daughter sailed for Europe August 1st, to be joined by Mr. P. a month later." "Mr. Canned Beefe is making a tour of the continent with his entire family, guide and nurse." "Mr. Sausagecasing, wife and daughter recently returned from Europe." "Miss Kettle Boiledoil is at present in Italy."

Page after page every year fills the columns of our many papers, and not an article, editorially, appears condemning the practice, or holding out inducements to keep these people at home. America for Americans until they have seen it all and can go abroad and boast of our unparallelled scenery, springs and numerous advantages, should be our universal motto, and at all times endeavor to head off, with a "double header," if possible, the gang who crowd the liners that ply between New York and foreign ports. I have noticed several who not many years ago were unable to spend a Winter in the South or California who now are abroad and cannot speak in an intelligent manner of our own country. They, fortunately for themselves, "got in the ring," and now propose to let us squeal about it among ourselves. X—x.

WHO IS JOHN LIVINGSTON?

To set at rest the question as the identity of a person named John Livingston, we would briefly remark: John Living ston is supposed to reside somewhere within the geograpical limits of the state of New York. He is by occupation (well we hardly know what to say) a peculiar style of philanthropist, with his philanthropic ideas running counter to the interests of the mechanics and laboring men on railroads (whom he is pretending to endavor to benefit.) It is alleged that John is a pretty smart fellow. It is also alleged that John knows pretty much everything that takes place in all the workingmen's societies, even if he is not a member thereof; *it is also alleged* that John is in the confidence of the "Tip Top" Railroad Men, and would at times have information that might be very valuable to the engineers and others when they might have a "little unpleasantness" on hand; it is also alleged on general principles that John could give valuable information to either side or both at one and the same time: provided that the equivalent was considered a sufficient compensation for the time and trouble expended in getting the facts, data etc. necessary to the fulfilling of the contract entered into. As most of the foregoing is alleged by Mr. Livingston himself, of course we are too much of a gentleman to take issue with him by questioning or even doubting its correctness; but we might say to railroad Brotherhoods and others that information much more reliable and at much less cost can be procured from much more reliable quarters than from the Hon. John Livingston. ***

SOCIETY'S NEED.

Now, what society stands in need of today is the announcement of some truth so simply and clearly that all people will at once see it. Nobody denies that society, at present, is organized unjustly. Every one can see that some riches are unfairly come by, and that some poverty is undeserved. We have gone so far in the discussion of the social problem that every one knows that there is a screw loose somewhere.

What we are waiting for now is for some one to arise and point out clearly just what the trouble is and just how to remedy it. We want some one who will say in a few words what must be done to redeem this world from the curse of involuntary poverty, which is much worse than the curse of chattle slavery, because the chattle slave was never in want, but the poor man is always in slavery.

There are many society agitators; but no one with a voice loud enough to be heard has yet spoken the simple word of truth that is destined to push civilization forward one more mile toward freedom.

A hundred years ago some one said: "No taxation without representation." Nobody wrote a book about it. That one

pregnant sentence was enough. Everybody saw what it meant. That one sentence rent the English monarchy asunder and the United States were formed from one of the fragments of the broken empire.

Fifty years ago Garrison said: "I demand the immediate and unconditional abolition of slavery." That one sentence cost this nation a million lives in battle, but it freed the slaves of chattle bondage.

We are waiting to-day for the pregnant sentence that will change our industrial slaves into freedmen, that will break up the power of the capitalist to keep the laborer in hellish thralldom. It must be a sentence that will contain some living truth that all men will soon understand without argument. It must be what we call a self-evident truth. I believe I can formulate such a sentence. Here it is: WE DEMAND THE IMMEDIATE AND UNCONDITIONAL ABOLITION OF THE OWNERSHIP OF VACANT LAND.

I believe that anyone can see at a glance the justice of that demand. It is based upon a self-evident truth. Everybody knows that land is just as essential to human life as air and water. We are land animals. We must have land as a fish must have water. Take a fish out of the water and it dies. Prevent men from going freely to the land and they starve. Why are the laborers so completely in the hands of the capitalist to-day? Simply because they cannot go to the land and supply their wants. I will not insult your intelligence by arguing such a proposition. You will see its truthfulness as soon as it is stated.

Again. Everybody knows that every user of land is fairly entitled to the land he is using. Are you a farmer? Your corn fields, your meadow lands, your pasturage, your vegetable garden, your door yard, your house lot and your barn lot are yours, because you are using them. No one has a right to disturb you in the full possession of all these bits of land as long as you are using them. Have you a factory or a dwelling house? Are you making use of land to raise food, procure *minerals or place* houses or build ships? In that case the land is yours because you are using it, and should be yours as long as you use it.

I will not try to prove what I say. You know that it is true as soon as I state it.

Again. Everybody knows that a man has no right to *vacant* land. At least everybody will know it just as soon as the case is plainly stated. Vacant land should belong to no one. It should be free for the use of any one. Land is here for human beings to use. It is not here to be fenced in and kept from use. The mere fact that you paid money for a piece of vacant land does not make it right for you to own it any more than it right for a white man to own a black man because he bought him with money.

The cases are exactly parallel. If you own a slave you can rob him of the fruits of his labor. If you keep land vacant you rob the person to whom you ultimately sell it becuase you make him pay you for the privilege of living on this earth, which is just as much his as yours; and you become one of the conspirators who force the laboring people into dependence upon the capitalist, by depriving them of their right to live by their own lobor.—*Twentieth Century.*

It is estimated that five hundred farms passed into the hands of Eastern capitalists every day in the state of Kansas through the process of closing mortgages and sheriff sale notices. Unless something can be done to turn this tide that is overflowing the farming element of our lovely state, nine out of every ten of our real estate owners will be renters and at the mercy of the corporative money power. Think of it, five hundred farms every day for one year would make 182,500 farms. This state of affairs is getting alarming and it is about time something was being done to remedy the evil.—*Free Press.*

Twenty-three million dollars was paid this year for tickets to and from Europe. Our people going there to spend our money, immigrants come here to double upon the force to aid in cutting our pay helps to swell the $23,000,000.

LEGAL DEPARTMENT.

SWITCHMEN — CONTRIBUTIVE NEGLIGENCE—INJURY—RECOVERY. —Action to recover for personal injuries suffered by the plaintiff from being run over by a locomotive of defendant. Plaintiff had judgement in the trial court and defendant appealed.

1. Where a railway switchman, while running up the track at station grounds, when he might, but with some inconvenience, have been outside the track, was overtaken and injured by a locomotive, which was moved without the customary signal. *Held*, as to whether he was chargeable with contributory negligence was properly left to the jury.

2. Proof that the Company's rules required the engine bell rung, *held* proper, the law would also imply a duty to give a signal of the movement of an engine, under such circumstances.

3. *Held*, that the voluntary payment of money to an employe injured by the negligence of the defendant, merely as "wages" during the period of disability, does not constitute a satisfaction of the cause of action. Judgment for $7,000 affirmed. (Soboiski vs. St. P. & D. R. Ry. Co. Minn. S. C. July 2, 1889.)

NOTE.—It may seem to our readers that $7,000 is exhorbitant, but when known that plaintiff, aged 30 years, with a dependent mother, suffered the loss of an arm, all will agree that the jury reasoned justly.

LIBEL—BLACKLIST—PRIVILEGED COMMUNICATION.—Action of plaintiff, a conductor, against the defendant for damages alleged to have been sustained on account of libelous matter published concerning him. Plaintiff was discharged by the defendant, and soon after printed and and published a pamphlet or "black list" containing the name of the plaintiff, alleging thet he had been discharged for "gross carelessness." Plaintiff claimed that by reason of such false and libelous publication which had been freely circulated among railway managers throughout the country, he was unable to obtain employment of the kind which he had by long years of service qualified himself for. The defendant plead a denial, alleging that said matter complained of was true, and that the black list was a privileged communication, circulating amomg officials of its own road or divisions. The evidence was contradictory and conflicting especially upon the part of defendant, whose information regarding specific acts of carlessness was furnished by spotters. The trial court found for plaintiff the aggregate sum of $2,000, and defendant appealed. *Held*. 1. That a corporation may be held civilly responsible for libel, but that a pamphlet containing the names of discharged employes with the reasons for their discharge and circulated by the company among persons whose duty it is to employ servants on behalf of the company, is a privileged communication.

2. Where the persons supplying the information on which such a discharge is made are worthy of credit and the black list placed in the hands of managers of their own divisions, and where the plaintiff was a stranger to the officer making the discharge and list, no malice can be inferred. And where the name was followed with the words "discharged for carlessness," *held* that their natural import was that plaintiff was careless in his business and employment as a conductor, and that he was careless and unworthy of employment *at the date of publication*. *Held*, that special averments that the plaintiff had been refused employment on account of the "list" are good on demurrer, and if names of persons having refused him employment are desired special exceptions should be made. Judgment reversed for error and a new trial awarded. (M. P. Ry. Co. vs. Richmond. Tex. S. C. June 26, 1889.)

NOTE.—This is a question of great interest and concern to all railway employes. The reversal of the judgement for errors of the trial court by no means disposes of the disputed question. It is a well settled rule of law that managers of corporations in the same line of business cannot legally combine to keep a discharged employe from obtaining employment by a system of black listing. If the pamphlet containing plaintiff's name was placed

in the hands of men charged with the duty of employing conductors on the different lines of railway throughout the country, the effect could not be otherwise than to prevent his obtaining employment in the particular business for which he had fitted himself by many years service, and if the charge was untrue, and published with malice, as alleged, it was libelous; and if it was the proximate consequence, preventing him from deriving therefrom that pecuniary reward he might otherwise have obtained, it is actionable, and if the evidence is sufficient to prove the untruthfulness of the charge, the company will be liable. Further: If it be conceded that plaintiff was careless at the date of discharge it is qustionable whether a systematic effort to deprive him of employment at a future date is not illegal and of such a vicious nature as to render the company liable. (See Townsend on Libel, sec. 182; Cooley on Torts, 136; Railroad Co. vs Quigley 21 now 202.)

RISK OF EMPLOYMENT—PLAYFUL AND AWKWARD CONDUCT.—Plaintiff, a section hand in defendant's employ, was ordered by the section boss to help unload a car of rails, which work was part of the known duties of section hands, though plaintiff had never done any of it before. While so engaged another section hand working near him, accidentally jostled plaintiff, causing him to drop a heavy iron rail which he was lifting, thereby crushing his foot. The mode of unloading adapted by the boss was the usual and proper one. There was no proof of negligence in the employment of incompetent servants though the conduct of the section hand who caused the accident indicated that he was awkward and mischievous and just before the accident the boss had sharply rebuked him. In an action to recover for the injury the trial court gave plaintiff judgement for $500. The defendant appealed.

Held, that although it was plaintiff's first service of the kind, it was in the line of his duty, and as the approximate cause of his injury eminated from an awkward mischievous fellow servant the verdict cannot stand. (International etc. Ry. vs *Traver. Tex. S. C.* May 18, 1889.)

NOTE.—The cause is remanded, and as the court has intimated, an amended complaint alleging the incompetency of the awkward and mischievous servant, supported by evidence, will in the end result in a just compensation for the injury sustained.

MASTER AND SERVANT—INJURY TO SERVANT—MACHINERY, WHAT CONSTITUTES—In an action to recover for an injury the court *held*. 1. That a railway company is not liable to an employe for injuries resulting from the breaking of a hammer, apparently perfect, furnished to its laborers, unless knowledge of some latent defect is shown, and the fact that other hammers broke the same day at the same work does not show negligence in selecting them.

2. That a hammer unconnected with mechanical appliances, and used directly by muscular strength is not machinery, hence under the corde no presumption of negligence can be imputed to the company in furnishing defective machinery. (Georgia etc. Ry. Co. vs. Nelms. Georgia S. C. July 31, 1889.)

NEGLIGENCE — EVIDENCE — BRIDGE CARPENTER.—Where a bridge carpenter employed by the defendant company withdrew from his work at the approach of a passenger train, and as the train passed him a coupling pin of iron was thrown by the wheel of a car, striking him on the head and fracturing his skull.

Held. As pins of this character are in constant use, and left on the car platforms by employes of defendant, and evidence tending to show that such pin was not chained, but neglectfully left upon the platform of said train, for the injury occasioned thereby the company cannot escape liability.

Held. That the fact that the accident was so unusual and extraordinary that it could not reasonably have been expected to happen does not relieve the defendant from the effect of its negligence; and the further fact that the pins of this kind were chained usually to be at hand is immaterial. If the pin was less liable to cause injury when chained, it should have been kept fastened though it was not chained to avoid injury. Judgment for plaintiff affirmed. (Doyle vs. Chicago etc. Ry. Co. Iowa S. C. June 21, 1889.)

MECHANICAL DEPARTMENT.

THE MACHINIST.

From primitive man to the present, to call one a mechanic has conveyed an honorary meaning; rightly, to be a mechanic signifies that such a person has natural or acquired ability; he can do something that others can not.

The ironworker, who took the place of honor before Soloman in the Temple, justified his by saying that the Temple would not have been possible without him or one like him. A strict regard for social ethics may not justify one in placing the mechanic over any other industrial laborer, but it does appear to be in accord with nature to give ability honor. It is done by everyone unconsciously. This is true in every part of nature. Comparison indicates where superiority is; a big dog in one place may rank as a small one in another. It is the general average that indicates the position of the class. A few superior men in a trade may rank well, but their trade will be rated as of a low order if it is generally filled by a class of workmen markedly inferior in skill, which injures the pride of the superior men, causing them to drop out from following it; for men love to follow that occupation that is rated high by their fellow men.

Of all the mechanical pursuits of the present age, if one can be justified in ranking one higher than another, it should be that of machinist. It is an age of machinery, and the skill of the machinist creates it. Most other trades depend on the product of his skill. There is certainly no other trade that should be able to demand through thorough organization and the rigid application of the extreme trades union ideas and receives as high an average wage rate. Take the branch of railroading alone. The skill of the machinist makes possible the rail for the road. The iron and steel worker would be helpless without the rolls constructed by the machinist. The locomotive is principally a product of his hand. The material for the construction of cars must pass through the tools he has constructed. Other branches of industry are similarly situated. Some one may say he depends on the tool forger or temperer, but not so the simon-pure machinist, he does or can do it himself and always did in former generations.

The trade is a stepping stone to man's other branches of industry. The marine engineer must be a machinist or have considerable knowledge of the trade and in many parts of the world this is true of the locomotive engineer. and there is no good argument to show why it should not be the universal rule. There would be less monkeying with the running and valve gears of a locomotive with a coal pick if it was, and there would be considerable more intelligence displayed in the average roundhouse report book.

Whatever honorary position among trades that machinists may have had or should have before the economical march of competition it is degenerating. It suffers indirectly from the skill of its own craft and the sub-division of the trade by which a very small amount of skill rates a man as a machinist. The simon-pure machinists are growing scarce because there is a class following it who have no natural pride in the skill of their hand or brain and do not try and gain it. It is no credit to them that they are not at any other occupation if circumstances had thrown them there. They learn to tend a machine that skill has created and there ends their advance in knowledge. They manage to fit into a place and are soon considered unfit for any other place. The lack of self pride makes it impossible for them to get out of it. In such facts lays the reason why the trade does not command the average pay that from its natural relations to industrial affairs it should have.

The average young man who is serving an apprenticeship, if such a thing can be truly said to exist at present in the average railroad shop, has not a very bright prospect before him for a very high rating of skill. He may be able to fit in a place, but after getting in the chances are that he will never get out of

it. He will follow a rut through life and not a very pleasant one at that. If he has some natural ambition and pride to learn, to be at the front, the associations generally kills it, for there is nothing seen around him to induce a growth of it, hence if it lives through the apprenticeship it must have been well rooted before he entered the shop; and it is with pain that those who take pride in the high relative position of the trade see it thus degenerating. It should be the desire of those at the front in the trade to aid the young men rising in it to acquire that skill and general knowledge necessary, and with it a pride of the trade, a desire to keep abreast of the times, that it may pass to the keeping of succeeding generations at the head of industrial pursuits. Instead it is common practice to see the opposite course pursued by those following the trade, thinking, as many do, that holding back the number who are in the trade will cause wages to be better. It is not true of the physician, lawyer or dentist, which are all trades, and have a high standing. Those that succeed at such callings keep ahead of the times by study, they freely give the knowledge they gain through practice to those who are preparing themselves to follow those callings.

The trade would command the highest wages paid any class if the degenerating process had not made such inroads. It needs more pride on the part of those following it, pride that will not allow one to be satisfied with himself if he is able to perform only in some minute branch of the trade, so long as it causes him to receive a slight advance over common labor. Much of such knowledge is gained by study and keeping posted on the improvements in practice of the the trade. Such efforts on the part of individual members coupled with the legitimate efforts of organization, would advance the wage rate to where it should be. But alas! too few make any effort for self improvement. Subscribers to mechanical papers are scarce in the average machine shop; too many are satisfied to be "hewers of wood and *drawers of water* in the trade.

I have written in behalf of my trade, not to disparage other trades and occupations, but to urge those in my own occupation in life to improve. I believe that those who strive to be best in any occupation are the best citizens, and good citizens advance the common weal. I believe thoroughly in the possibilities arising from organized effort among all classes of workers, but from observation I find that it is only those that stand high in their occupation and have pride in their ability that make the good possible or permanent.

A recent circular sent out by the United Machinists of New York, says:

The evils attending us in our trade are many in chraracter. It is popularly believed that, owing to the vast improvements in machinery and inventions, that the lot of machinists has thereby materially improved. Little is known however of the fact that to-day we have machines making machines. This has gone on to an enormous extent. The greed for gain on the part of many grasping and unfair employers, in most instances requiring machinists to attend two and oftentimes three machines, frequently dangerous to life and limb, exerting an awful strain upon the nervous system, and always throwing large numbers of our fellow-workmen out of employment. The tendency of this, in the face of our unorganized condition, is to reduce the average wages of the machinist far below that of any other fairly skilled trades. It is superfluous to remind our fellow-workmen of how great have been the encroachment upon our wages and our rights in the machine shops of the country.

N. K.

DO IT WELL.

There is a world of pilosophy in the words of the Kansas minister who said: "I have been a far more useful man since the Lord revealed to me that I was never to be a great man." There are some mechanics, whose own opinion, that they are or are to be great in the mechanical world, is preventing them from being really useful, and attaining that degree of success to which their natural abilities would otherwise entitle them. By keeping their imaginary greatness constantly before their eyes, they put themselves into such a condition as to effectually shut out the possibility of real greatness. What

ever else may have contributed to it, we believe that real greatness has never yet been attained, except by doing that which came to hand in the best possible manner. And it is just that thing, that he who imagines himself to be of great destiny fails to do. Of course, it does not follow from this that all who diligently and quietly make the best possible use of their opportunities will become great; for greatness is only relative, and all men cannot be great any more than the entire surface of the earth can be composed of mountain tops. But he who dismisses from his mind all idea of natural and predestined greatness, and simply devotes all his power to the doing of that which comes to hand in the best possible manner, has the best possible chances of becoming great, whether he becomes great or not, will have the satisfaction of having done full justice to himself, while he who neglects the faithful performance of the small duties of life as they present themselves, because he imagines he was created for greater things, is sure to find himself left behind, and that the only person in all the world who places a high estimate upon him is himself. We do not address these remarks to mehcaanics because we think they may profit by them more than others, for the principal applies equally well to all men, of course. But mechanics, as well as others, need constantly to remember that he who over-estimates his own ability deceives himself only.

Of course the opposite error of thinking oneself incapable of things which, by a little effort, may easily be accomplished, is to be avoided as well, and it is undoubtedly best, upon the whole, to do very little thinking about one's own abilities either to over or under-estimate them, but simply to put forth the full strength to the doing of that which seems best to be done at the time, leaving the future to decide whether greatness shall or shall not be attained, and philosophically accepting the result.—*American Machinist.*

Men stamp 3,000 letters per hour, the New York postoffice is trying a machine that handles 24,000 letters per hour.

DISTRICT DEPARTMENT.

L. A.'s 3,741 and 3,302 of Pocatello, Idaho, have been consolidated.

Thos. Neasham is the representative elect from District Assembly No. 82, to the General Assembly.

D. M. W. Neasham visited the Assemblies at Pocatello, Idaho, Evanston and Almy, Wyo., the last month.

The Order at North Platte, Neb., and Shoshone, Idaho, are proud of the fine libraries they have established. Other places should follow their example.

General Worthy Foreman Wheat called at the office of the D. A. Headquarters September 14. He left the same day via U. P. Ry. for Sioux City, Iowa.

"I regard your MAGAZINE as one of the best labor publications now in existence.

HENRY BECKMEYER,
Member of Gen'l Co-operative Board."

The D. A. Headquarters have been furnished with a copy of the Constitution of Idaho adopted at Boise City, August 6, 1889. Compliments of A. U. Sinnott M. C. C. of Glenn Ferry, Idaho.

Our correspondent "See" has furnished us this month with some thoughts and facts about the use of words that are timely. It can be read with profit by all and especially those in positions over workmen.

E. S. Emmons, of Omaha, Neb., and Frank Walton, of Pocatello, Idaho, both of the general committee of the Brotherhood of Locomotive Firemen on the U. P. system, were welcome visitors at the District Asssembly headquarters on September 27.

The sixth annual conventin of D. A. No. 82 will be held in Denver, commencing October 14, 1889. The prospects are for a full attendance, and the attention of the delegates for several days will be occupied with matter of great importance and it is to be hoped that all delegates will come fully prepared for the work before them, and the placing of the District on a better footing and prepared to do greater good in the future. After the work of the convention is over it is hoped that a little time may be found for pleasure.

At a meeting of representatives of the employes of the Idaho division at Pocatello Saturday, Sept. 21, a Division Federated Board was elected, representing brakemen, firemen, Knights of Labor and engineers. After the meeting a banquet, at which between twenty and thirty delegates sat down, was tendered them by the organization at Pocatello.

The arrangement committee for the Twenty-sixth Annual Convention of the Brotherhood of Locomotive Engineers, to be held at Denver, Colo., October 16, 1889. Messrs. J. W. Rice, W. W. Hall and P. J. McGill are hard at their duties and are having a fine book published of 150 or more pages, as a souvenir of the convention; it will be bound in cloth with gilt title page and contain cuts and description of scenery in Colorado and other valuable matter. One dollar is the price of the book; the profits on the sale of which is to defray convention expenses. They may be ordered from W. W. Hall, 1103 South Tenth street, Denver, Colo.

Programme of the opening exercises of the Convention at the Tabor Grand Opera House, Oct. 16, as follows:

March..... Inauguration... .....*Brooks*
Meeting opened.....J. W. Rice, Chairman
Invocation .....Geo. R. Dority, Grand Chaplain
Address of Welcome.....
Hon. Wolfe Londoner, Mayor of Denver
Recitation..Patrick Fennell..."Shandy McGuire"
Overture.....Climbing Marshall Pass.....*Moses*
Address.....Hon. Loren W. Reynolds, of Iowa
Music.....Pan Handle Galop.....*Missud*
Address .....J. K. Choate, Supt. U. P. Ry
Address.....H. B. Chamberlin,
Prest. Chamber of Commerce
Music.....The National Airs of America
Address.....Chas. F. Meek,
Gen'l Mangr. D., T. & Ft. W. R. R.
Selection..... Hail the Chief.....*Tobani*
Annual Address .....
Grand Chief Engineer P. M. Arthur
Music..... Plantation Echoes.....*Ross*
Address..... Rev. Myron W. Reed
Benediction .....Bro. John Brunton
Galop.....Around the Loop.....*Richter*

The coal miners of northern Colorado are having a hard fight to maintain anything like living wages. Several of the operators having reduced wages through a sharp move at arbitration when many of their kind made the award, which, in the face of the understanding by which the arbitration was agreed to is outrageous. The Jackson and Simpson mines are now operated by scab labor, under the guard of rifles. The Acme, Marshall, Standard, Cleveland, Mitchel, Garfield and Marfell mine owners are paying the old rate which is satisfactory to the miners. Buyers should consider this when buying coal.

NEBRASKA LABOR STATISTICS.

The Nebraska Labor Bureau has sent out a blank for wage workmen of the state to report their earnings and expenses to the Bureau and the following letter has been sent the Commissioner by L. A. 3,343 North Platte, Neb., regarding it:

To the Deputy Commissioner, Labor Bureau of Nebraska.

SIR—Local Assembly 3,343 K. of L., North Platte, Nebraska, is in receipt of your communication and the form of blank you desire filled out, giving in detail our private and family expenditures. The subject was fully discussed, and the assembly, while anxious to lend you all possible assistance in the fulfillment of of the duties of your office, have failed to find, upon examinatian of the law establishing the Labor Bureau any justification whatever for gathering, tabulating and publishing any such statistics as your blank would indicate. Our Assembly, therefore, gently but firmly protest against the useless and mischieveous work upon which you are engaged. We think you have formed, innocently perhaps, an utterly false conception of the duties of your office and of the labor question.

The great problem for the general public to solve is not the relative proportion of wages expended by the toilers for beer and bread, but whether, in the general distribution of wealth, justice has been done the toiler.

If the workingmen of Nebraska has received in wages or for his farm products all to which he is justly entitled and then fails to expend the same judiciously, he must suffer alone the results of his own folly. It is not the business of your Bureau or of the state to regulate his domestic expenditures. Mr. Edward Atkinson, of Boston, is the especially persistent and self-appointed reformer who has undertaken this work for the people of the United States.

The example in domestic economy given us by the Huns and Chinese proves that it is possible for a human being to live on even less than the average wages of to-day. The statistics you desire would therefore be useful in a public way only to those eminent capitalistic philosophers who look upon the working class as their wards, an inferior race of humanity in our midst, incapable of properly

handling means more than sufficient for immediate existense. These philosophers, considering themselves trustees of the wealth of the world, would probably find in your statistics that the working class expended more money for the pleasures of this earth than was needful and that with these pleasures curtailed they could still maintain a physical condition sufficient to perform requisite toil and produce their kind. It would therefore be urged that a reduction of wage would at once decrease the worldly pleasures and in the same ratio increase the toilers' chance for heaven.

You seem to proceed on the theory that wages are given men in charity and that in order to show whether this charity is more or less than it should be it becomes necessary to present the employers a domestic balance sheet of the toilers home. You are directed by law "especially to examine into the relations between labor and capital" and herein is opened up a tremendous field for the exercise of your talents as statistician.

It would be proper for you to gather statistics as to the burdens borne by our people in the maintenance of the great monopolies of the land. How much per capita per annum do we pay for telegraphing, for transportation, insurance, the use of money, etc? How much of our crops are taken by the railroads in consideration of hauling the rest to market? How much are we paying in way of interest on mortgages? In what way does land monopoly affect our people? Tell us the truth about our state and municipal indebtedness and let us have the sworn facts as to our mortgage indebtedness. In short we conceived it to be your business to gather statistics that will educate us as to the production and distribution of wealth in this state. In a fair statement of these facts the truth will develope itself and then if it is demonstrated that labor grows fat and luxurious at the expense of capital, you may be congratulated on having done your duty and concern yourself no further as the justice loving trustees of national wealth, will see to it that wages will be promptly reduced and the temptation of prodigality be far removed from the irresponsible toilers of the land. A reference to some fundamental truths set forth in a state paper known as the American Declaration of Independence might be of use to us as showing some of the natural rights no man or generation of men can surrender. If our people are in full and unlimited possession of all their rights enumerated in this instrument your office is a useless expenditure of the people's money. If, however, our people or a portion of them are deprived of these rights wholly or partially by any means whatsoever, then statistics from you touching the manner and magnitude of our loss will be most valuable to us, and we will be glad to assist in the prosecution of such work.

J. M. SULLIVAN, R. S.
JOS. HERROD, M. W.
L. A. No. 3,343, K. of L.

North Platte, Neb., Sept. 3, 1889.

The following was sent in reply to the Commissioner's letter asking why the protest was made public:

SIR—Our protest was made public because the subject matter concerns the public. For more than eighteen centuries Dives has calmly gazed upon the revolting sores of Lazarus.

Charity as a remedy for the evils of society has proven an awful failure—an appeal to it by a class admits mendicancy and creates an impassable gulf.

A mendicant class can never inspire respect; but always contempt mingled with pity.

We know nothing of your work, or you except the blank you have sent us, the apparent purpose of which is to more completely uncover the sores of Lazarus that the charity of "Public Opinion" may be invoked.

The most casual observer of to-day knows all that your domestic expense sheet could possibly show.

What we object to is that you should place our demand for a just "share in the gains and honors of advancing civilization" on the low and debasing plane of charity—and mendicancy.

If we have all to which we are entitled by the rigid rule of right, let us rather cover the sores of Lazarus and teach him to live the highest life possible with his crumbs.

Demand all that is possible on the ground of right, nothing through charity.

Do you want to know what it costs to live the life of a citizen in this republic as contemplated by the Declaration of Independence? If you do send your blanks to those wealthy citizens of Nebraska whose fixed incomes have driven away all fear of immediate want.

We shall be delighted to have visit us and tell us of the work of your Bureau and would be glad if you could induce the State Master Workman to accompany you.

We meet the first and third Wednesday evening of each month. Or if you prefer it, a special meeting will be called for any evening you may select.

Respectfully,
JOS. HERROD,
M. W. L. A. 3,343.

NOTES.

Carnegie's cook gets $3,000 a year.

A college of shoemaking is suggested.

The number of our tramps is placed at 50,000.

Whites took the places of striking Chinese at Fresno, California.

Wadsworth, Nev., railroad men tarred and feathered "a spotter."

At Cincinnati, Ohio, all men out of work can get $1 a day chopping wood.

American sailors refused to take the places of the London strikers at triple the wages.

San Francisco, Cal., has 40,000 Chinese; they earn $12,000,000 a year. The sale of tickets on ocean steamers will amount to $23,000,000 this year, making $35,000,000 spent to our disadvantage.

The *National Magazine* is the name of a new literary venture of Chicago, which begins with the October number. It is published under the auspices of the new "National University," which opens October 1st, of which it is the organ. The first number will contain articles on literary, educational and scientific subjects, and a prospectus of the University, which is said to be modelled after the London University and has extensive non-resident courses, teaching many subjects by mail. Published at 182 Clark street.

The exhibit of American machinery at the Paris Exposition has been made the subject of a series of laudatory letters from of Joshua Rose, special correspondent of the *Scientific American*. In his remarks, upon the exhibits made by foreign manufacturers in the same line, he has taken frequent occasion to cite the fact that European machinery was deficient save where it embodied the excellencies of that patented and made in the United States, and to otherwise criticise the general inferiority of the products of European mechanical industries. The English papers took up the defense of the latter and sought by deouncing Mr. Rose as an "American Critic," "The intelligent Yankee" and other sarcastical allusions to his identity, to chill his enthusiasm for American pre-eminence in the lines mentioned. They failed however, and have latterly ceased to inveigh against his conclusions. Their sudden silence was thought to be due in a large measure to their unwillingness to further pursue the discussion, but it cropped out the other day that it is owing to the fact that Mr. Rose is an Englishman, born in that country, and is now residing in London.—*Times*.

"Phil. Armour was altogether to curt with the United States Senators investigating the inside workings of a thieving combine. He should have approached before the commission and in his sauve, convincing way, have said: 'Well, gentlemen, you know how it is yourselves.' "

There is yet not a little difference existing as to whose "cow was on the track." If railroad men were on a strike on some of the roads partially owned by Mr. Armour, the Inter-State Commission headed by Mr. Cooley would protest against a boycott etc. If you reverse the case and a Commission calls on Mr. Armour, he is prompted to say "Good day, you know how it is yourself" and these gentlemen he insulted would turn around, no doubt and stand up for him, should he have a conflict with organized labor.

A press report of Sept. 11, 1889, says: Alfred H. Love, of Phila., president of the Universal Peace Union in America, has sent to the Chinese minister at Washington a copy of the resolutions passed by the Peace Union Mass Convention denouncing the Chinese laws and calling on all true Americans to demand their repeal. The resolution was inclosed in a letter expressing the hope that the Chinese government will not retaliate as the obnoxious law will probably not last long. The resolution has also been sent to Prince Chur, Prime Minister of China at Pekin.

There may be Love for the heathen but there are thousands that have no love for them while they are on American soil. And there must be no peace allowed the union or its members while they are agitating said resolution. They will insure greater peace by letting the question alone.

CORRESPONDENCE.

NOTICE TO CORRESPONDENTS.

Do not wait till the last moment to write up your monthly letter. Send it in at any time, the sooner after you read this the better. The first opportunity you have is the best time.

GRAND ISLAND, Neb., Sept. 13, 1889.

Editor Magazine:

I have but a minute in which to drop you a line from here, and I am afraid I am late now, but "better late than never" says the old aphorism.

We are agitating the library question here, and we expect in the near future to have one of the best, if not the best one, in the State. There is nothing that is so conducive of interest in and good attendance to the meetings of the Assemblies as a good library properly conducted. We have the library fever very badly and do not think we will get over it until we have a first class one in every respect.

There is one thing that I notice here, and I presume it is pretty much the same wherever you may go, and that is the difficulty of getting subscriptions for our labor papers. This ought not to be. If we neglect the taking of these papers which are printed especially for our enlightenment in regard to the status of labor, we need not be surprised at the depth of ignorance we display at times when we would be the most anxious to show our superior knowledge. There is no better medium for transmission of a correct idea of the general status of labor and all its bearings upon the welfare of the citizens of the United States and the world than through the columns of the EMPLOYES' MAGAZINE and the *Journal of United Labor*. Every man of us ought to read these papers regularly. We should never miss a number of them. No library belonging to a labor organization would be complete without them. The members are very anxious to borrow them from those who take them, but do not seem to be willing to part with a little lucre to get one of their own. This is a sort of "literary tramp business," begging your reading.

We have been having very hard work in the yard here. There was about twice as much work as one engine day and night could do. The men were worked nearly to death and entirely discouraged, but finally the superintendent, C. F. Resseguie, was induced to add another engine, and the boys are now happy, with all they can handle expeditiously and do justice to the patrons of the company and to themselves.

With reference to your remarks concerning my views of the hospital department. It would take a much "fairer light" for the display of the hospital department than I have been able to view it in as yet to enable me to express a different opinion than that given in my last. Take for instance a poor man who is dependant upon his labor for the maintenance of himself and family, who began work for the company prior to the establishment of this system; he has good health and pays all his hospital dues through the entire life of the concern. He pays his fifty cents a month the first year, then forty cents per month, and for the last three or four years twenty-five cents per month. During this time he has not had any benefit from it, because he did need it. But lately he had been feeling badly and seemed to be running down. He finally was compelled to work and apply to the physician. This he did, and what was his answer? I have it in my pocket at this writing:

Respectfully returned to U. P. Agent at Station 32 calling attention to Circular of Instructions of Chief Surgeon dated Denver, Dec. 20, 1887—prohibiting medical and surgical treatment of Chronic Diseases.

Signed M. J. GAHAN,
Asst. Surgeon U. P. Ry.

P. S.—Above case has been chronic for over three months. M. J. G.

This is the return made by Dr. Gahan, *verbatim et literatim*. The man who has paid $40 or $50, or more, I have not figured it, cannot get any medical or surgical aid because his case has been chronic for over three months. This is not the only case that I can show. If it was a matter of choice as to paying the hospital fund it would be a different thing, and it would be just as easy to make it so, as to rob the employes of $3 a year. I cannot construe it in any other light than as a steal. "A big strong man would come to me and every time I drew my pay he would lay hold of me and take away twenty-five cents of my pay, saying he would give me some medicine for it if he wanted to, provided I was not sick too long," just exactly expresses the position the company holds towards its employes. Our physician is one of the best of men, often giving the employes medical assistance out of his own means rather than turn them off, as his rules required him to do.

A KNIGHT.

SHOSHONE, Idaho, Sept. 19, 1889.

Editor Magazine:

About the first of the month the Italians who are employed on the work train "struck" for their July pay. They were brought to Shoshone and their checks telegraphed for, and when paid they resumed work. These men are putting the track in some kind of shape before the Winter sets in, as the policy of the management in reducing the force on the section left the track in bad condition.

A bad rail was the cause of delaying a stock train eight hours on the first of the month. While going to the water tank the engine ran off the track, a piece of iron striking the blow off cock, letting all the water out of the boiler. Another engine had to be fired up to get her on, and eight hours were required before she could take the train out.

On the 10th of the month Sidney Dillon, in company with Manager Cummings, paid a visit to the town and shops.

We began working ten hours per day on the 11th inst., and as work is increasing more men will have to be employed, as many of the engines are in poor condition for Winter service.

The force in the blacksmith shop was reduced by sending men to Pocatello and Montpelier. Davis, the foreman, has received a "backward" promotion by having to take a fire in addition to his duties as "boss."

Superintendent Rapelje has resigned, and his place is filled by W. E. Green, who, we believe, came from the Wyoming division. 3810

SALINA, Kansas, Sept. 20, 1889.

Editor Magazine:

Since my last things have not changed materially, but the working men are again on the move to join the K. of L. in the near future. The result of the big strike in London, England, is undoubtedly the reason. In my estimation labor gained the grandest victory of all in that strike against such an extensive, perhaps the largest pile of wealth in the world. I only wish the laboring classes of this country could be as united and the result would surely be crowned with success, but politics and other influences seems to be the grand obstacle in this country.

The Union Pacific changes changes next Sunday with the running of trains on the McPherson and Lincoln Branches, which will be apparently to the satisfaction of all train men, as most of them have their families here. Heretofore the men were here only a few hours in the day time and on the road at night.

Our new railroad scheme went to sleep for the want of encouragement from the populace. Good enough.

I shall be glad to see the District Assembly meeting a grand success, and hope to be able to be present again with the rest of the delegates.

Brother J. B. Fritz of 3064 and myself are drawn as jurors for the next District Court, which commences on October 18th, and I hope the District Assembly will be over by that time.

With best wishes to the whole District Assembly, I remain, as ever, yours, 3005

ELLIS, Kan., Sept. 20, 1889.

Editor Magazine:

I notice some mistakes in my last letter. I should say Engineer Thomas Preshan had moved to Golden, and instead of there being two men employed in the water gang it should be wiper gang, and there has since been another man put on, so they have no extra men any more.

Mr. H. Carby was placed over the boilermakers as foreman August 31, Mr. Kilpatrick resigning. And still the work goes on. The question now is, "Who next?"

Fireman Clark has rented the Kansas House and is going to try hotel keeping a while. Wish him success. Ross is tired of hotel life.

Joe McMahon has been examined for machinist apprentice, taking effect September 30. He was helping roundhouse machinists. Dave Yoder, the night caller, takes his place and Wm. Hamilton gets the night calling regular now.

A game of base ball was played September 4th between the Wakeeney and Ellis teams. Score *12 to 21 in favor of* Ellis. They were at Wakeeney *the latter part of* August, and the score was 12 to 14 in favor of Wakeeney. They are done up now in great shape.

The Ellis County Fair opened up September 10 and closed September 14. It was good this year. Boilermaker Adam Turnbull toook the premium on beets and pumpkins.

Our air man, T. Roney, got a thirty day lay off and has gone to Pennsylvania on a visit.

John Ormrod has quit and gone to Laramie to work. One by one the good men get disgusted and leave, and if this keeps up it will not be long till Ellis will lose what little reputation she now has.

There are two cases of typhoid fever in town. Engineer Harry Erb is one of them.

Two men left here for Texas on bicycles some time ago.

School opened up September 9th with Mr. Wheeling of Hays City as principal. Mr. Wright has the fourth room, Miss Courts the third, Mis Kingsley the second and Miss Forbes the first. This is her third or fourth term. There is a full attendance, and from present looks we will have a pretty good school this year.

Mr. George Cooley and Miss Mary Griest were joined together Sept. 19. The groom is a first class machinist and is in the shop. The bride is the daughter of Daniel Griest. They will live in the Granteer house.

Engines 736 and 714 have been getting their steam steam pipes overhauled.

Engine 790 has come out of the shop, and she is a daisy. Engine 785 took her place in the shop.

Engine 704 traded links and eccentrics with Engine 707.

Engine 661 came down from the Denver Division and got braced up a little; new flues, etc. Engine 789 is also out.

Times are lively in the shop. We have been working ten hours per day since Sept. 4, except the half holiday on Saturday.

Engine 782 while going down on train 214 Sept. 5th hit a handcar at Victoria, killing one section hand. It was about ten minutes after 7 o'clock in the morning, and it is supposed the men had started out to work, but hearing the train coming started back on the switch, and before they got clear the train came round a sharp bend and run into them. There was hardly anything left of the car, and broke a slats in the pilot of the engine. The train was running about ten to twelve miles per hour.

John Peason's boy Dick had an accident while riding in the races at the fair at Hays City Sept. 12th. His horse stumbled and fell, another horse fell over him and the third jumped over the pile. Dick was pretty badly done up, but he is up and about; will be all O. K. in a short time.

Engine 714 broke a piston rod running up on second 211 Sept. 15. The front cylinder head was knocked off.

John Colby was thrown from his wagon breaking a leg, caused by the wheel going in a hole. He was sitting on a chair, so it was very easy to fall. His brother Charles, a fireman, was out to see him. He says he is getting along as well as could be expected. XXX.

EVANSTON, Wyo., Sept. 21, 1889.

Editor Magazine:

I am sorry to inform you of an accident that happened yesterday morning one mile east of this town. A special with a helper was bound east when a light engine was returning from helping No. 20, and the three went crashing together. It occurred in a bend of the road, and in a cut, about four o'clock in the morning, and it was dark. How the men escaped I can't tell. Harry Honn, engineer, and C. Marshall, fireman, were on engine 995 taking the special through, and A. J. Pope and James Powers were helping with engine 806, when Engineer G. Thennis and Fireman Murphy were returning with engine 994. Fireman Murphy was cut about the head and face, G. Thennis was bruised about the face, Fireman Powers was bruised so bad about his body and chest that he had to go to the hospital, Fireman Marshall received a severe bruise on the right groin and Engineer A. J. Pope a slight cut on the left side of his face. It appears that the dispatcher at Green River had forgotten all about the light engine returning back to Evanston from helping No. 20.

With that exception everything is working like a charm in the shops now. Fifteen trains arrived and departed to-day without a jar.

Mr. Pat Murray has resigned. Mr. D. J. Malone, late of Rawlins, is our foreman, and, to all appearance, he seems to be a very pleasant man to get along with.

I am pleased to tell you that our union meetings are well attended by all the labor organizations. We were pleased with the visit of Brother Thomas Neasham, D. M. W. of 82. We held a union meeting in the hall and every chair was filled. Everybody was satisfied and pleased with the remarks he made.

The MAGAZINE agent, Brother J. S. Johnson, would like for the boys to settle up for this year's subscription. There is two or three owing for last year. Please settle, for this is for the interest of all who are advocating right and justice.

Mr. A. C. Sloan and Miss McKenzie were married last week and departed for Salt Lake. Cigars were handed around the shop and city. We wish them much joy.

Andy Scallan, a fireman on this division, is to be married to Miss Daisy Perry. We wish them much joy. Cigars were passed around this morning.

We are on ten hours per day for the present, and to all appearance it might last all Winter, for the work that is in sight now.

Engine 986 is out and doing well, J. Thennis on the right and Red Devine on the left.

Engine 664 is the back shop and is beginning to get in shape. Ed McClintic is anxiously waiting for her to come out. EVA.

ROCK SPRINGS, Wyo., Sept. 22, 1889.

Editor Magazine:

This place is getting worse, for we have had the hottest Summer this year that was ever known here by people that have lived here for quite a number of years, and the sand storms are a terror, the wind commencing in the morning and blowing hard all day. Brother Travellick said he thought he would see a grand place here by the name that it was called, but when he got here he found nothing but sand and sage brush.

We had a fire here on the 3d inst. One box car loaded with coal was burned down to the trucks and another one caught fire but was put out by the hose company. Dennis Murphy was coming back from the fire with his engine (939) and Barney Taggart with engine 1383 and a box car ahead of him when Dennis stopped to get coal at the chutes and Barney ran into him, but as it happened there was nobody hurt except a few bruises, but it was a wonder, as the car and engine was crowded with men and boys. It broke off the pilot beam on Barney's engine, and he had to go to Green River the Saturday night following.

We had a wreck here on the 10th, between two and three in the morning. Joe Finley was pulling a fruit train and ran off at an open switch. The engine ran about four or five rail lengths and then turned over on its left hand side. The engineer got out all right but the fireman got out on his own side and was scalded with the escaping steam. The front brakeman got his leg broke in two places.

We have a delegation of miners here this morning from the striking districts in Illinois. There are ninety-four in number. I do not know whether they will go to work or not, as they claim the work and wages do not agree with their contract. COXSWAIN.

ARMSTRONG, Kan., Sept. 22, 1889.

Editor Magazine:

At this date, the 22d of September, we are enjoying variable Fall weather. One day we are reveling in humid and balmy zephyrs, the next day cold and crisp, while on the third it may be chilly and damp, a day not liked by a consumptive person. The year 1889 is in the sear and yellow leaf. Very soon the fitting boreal blasts of Winter winds will strike us in the vulnerable parts of the body, often times with a deadly aim. Very few working people, after working hard all Summer, will have means at hand to get them sufficient raiment, food and shelter to tide them over a cold Winter. And still capitalists and corporations are doing all in their power to cut the price of labor down.

One day, when least expected, labor will rise up in its might and crush this alien oligarchy from the land of free America Most of the railroads of America are built by foreign capital and operated in their interest. They are flooding the country with skilled and unskilled labor in order to bring the price of labor down. Men are shipped from Kansas City, Missouri, nearly every day for points in Idaho, Montana, Wyoming and Washington Territories. Their object is to over stock the labor market and bring wages down in that far-off region.

The only effective way that we can accomplish our ends is to have a federation of trades and labor unions all over the United States, and par-

ticularly among railroad men. There is a growing sentiment among all classes of labor that something must be done to protect one another from the evil machinations of corporations.

Workingmen, it lays within your power to crush these cruel and intolerant corporations by joining hands together, and let bygones be bygone, and stand by one another. Unless you do this you will feel the folly of your prejudice in the near future, when it is too late.

There is always a certain lot of suckers running from one department to another every day in our railroad shops, inquiring if anything new is going on among the men or any disagreement between the men and foremen. If they find any ripple of excitement in one department they will immediately add more to it, and will inquire of you your version of the affair. Beware of such men. The Armstrong shops are well provided with them. They are wolves in sheep's clothing. He would made you believe that his foreman is everything but good, at the same time he will go to your boss and tell him all the evils that his foreman is heir to, never taking into consideration how ungrateful your foreman is to you. I will dwell on this subject at another time.

The Armstrong shops went on ten hours for five days of the week and five hours on Saturday the fourth of August. Every department is treated alike and gives general satisfaction. The company is hiring men in all departments, and there is plenty of work for them to do.

There is a great deal of overtime made in the machine and boiler shop, mostly repair work.

J. H. Stubbs, foreman of the round house, is visiting his family at Denver.

Daniel Mahoney has met with a painful accident to one of his fingers while repairing the furnace in the blacksmith shop.

James Nolan is elected delegate to represent Local Assembly No. 3694 in the District Annual Convention, to be held in Denver, Colorado, the 14th of October. As he has had some experience in such matters he will be a good acquisition to the convention.

I appreciate the advice of my cotemporary correspondent from The Dalles, Oregon. I would like to see his advice carried out.

AU BOUT DE SON.

NORTH PLATTE, Neb., Sept. 23, 1889.

Editor Magazine:

Having been requested by your "regular" correspondent to write up the "state of trade" at this point during the month, I am pleased to have to report that a quieter "tone" and better feeling prevails, owing, no doubt, to the fact that some of the worthless stock that has burdened and thrown discredit on this "market" for many months back has been "unloaded." The effect of this wise move was at once apparent. The incubus removed, the "market" recovered from its lethargy, and with a "bound" resumed its former "activity." But whilst there is an unusual amount of "speculation" it is marked by much hesitancy and caution, induced mainly by the rough experience and consequent heavy "losses" of the past eight months. The rumor of a "corner" by the leading manipulater of "stock" at Omaha, whose movements it is generally well known always affects the "volume" of business transacted, goes far to create mistrust and lack of confidence. Nevertheless there is a "buoyancy" and spirit noticeable that augurs well for "futures."

And if the meeting that takes place at Denver next month be all that it is expected to be, an agreement will be arrived at, and a plan adopted, whereby it will be made impossible for any "magnate" or "agent" to disturb existing or legitimate "values" by creating "corners," "squeezing," or any other of the many dishonest tricks now resorted to by unscrupulous "manipulators" to gain control of the "market."

All centers of industry operated by this system are equally interested in a reform such as this, and nothing short of a guarantee that the stability of all points alike will be upheld, will be satisfactory. Without such a guarantee panics and disaster will result where there should be prosperity and content. Provision should also be made whereby any attempt to violate the agreement the offending party should be "squeezed" until he squealed.

DUNN'S PREF'D.

DENVER, Colo., Sept. 23, 1889.

Editor Magazine:

I have to report that there has been a large increase in the force of men here the past few weeks, and each day adds new faces, and the working time is also increased to ten hours and overtime. The quantity of the new arrivals is known, the quality unknown. There is certainly some good workmen among them, but to say that some are bad would hardly express it. If the good men were sure to get the pay they are entitled to it would be more satisfactory, but from what I can learn some have put a very low value on their labor or are being imposed upon, while others the company could better afford to pay to stay away from the work. Judging from the way some of their products appear and their work makes it bad for the under foremen who have direct charge of the work, for they are forced to use such or none, and expected that good work is done.

The 150 will go out with a new firebox well "scored" by one of the would-be boilermakers.

The sympathy of some and the ridicule of others was showered on one poor fellow lately arrived. He was given a hammer and chisel and put on machinists' work, but the way he slaughtered his hand reminded many of apprenticeship days. Out of practice, probably.

We lost our general foreman on the first. Dave has gone to take charge at North Platte. We wish him success. There are worse fellows to get along with than Patterson. Of the new foreman Eckland we cannot say much. He may prove up like the singed cat. He was promoted from the foremanship at Como, and must have demonstrated his possession of qualities there satisfactory to the Division Master Mechanic.

A sad accident occurred here Saturday evening last out near the junction, in which Joseph Hannan, a fireman, was killed. An engine fresh from the shops was out for a trial trip and side tracked for the Julesburg passenger to pass. The switch had been turned, but from some cause the passenger came in on the side track, smashing both engines and shaking the passengers badly. Hannan was caught under the tank and was fairly cooked with steam. He died a few hours after at the hospital. Such is railroading.

Nothing new about new shops, and work is going the same in the old ones.

Federation is receiving good attention. A union meeting will be held in the Engineers' hall Wednesday evening, October 2.

From all reports and observation the switchmen here have a rocky time under the assistant yardmaster. He is the same that was fired out of here last year when his act became unendurable, but as soon as the strike of last Winter was over he was reinstated, showing that such a brute is preferred by the officials. Supt. Choate said that he wanted union men at the time of the hasty strike last Winter, but his act in keeping such a man as Burns over men does not bear his statement out. Burns will see that no union switchman is found long in the yard, but the same conditions seen last Winter will be the sure result of it.

The rottenness in the public officials of this State, city and county is being well exposed by the fight between the gang and the gang smashers. It looks as if there might be a possibility of the honest citizens getting their dues when these thieves fall out.

L. A. 1424 gives a dance in Lincoln Hall on the evening of the 4th of October. A good time is guaranteed. TIM.

THE DALLES, Ore., Sept. 24, 1889.

Editor Magazine:

All is quiet along the Columbia to-night excepting now and then a stray tramp, who is chased by the Con. and Brakey. as he flees from their lamps; yes very quiet except the quarrel between B. E. and his predecessor, but I am of the opinion that matters are not as bad as either of the persons try to make it appear. Now then boys, quit your quarreling and both of you begin work in earnest; there is plenty to occupy your minds beside refering to trivial matters, around the shops. Leave those bosses you refer to alone and give them plenty of rope and I predict their own destruction. While I am speaking of bosses there is really only two men among the whole outfit, viz: The boss in the blacksmith shop and the one in the boiler shop. The tooth extractor is what some would term a straw boss; it is hardly necessary to say that he represents the machine shop. The wood shop foreman beats them all (in getting over ground I mean, and that is about all he does do right.) Ask Walshe why so many cylinder heads blow out and why the engineers cannot pull over twenty cars out of the yard; I will answer the qustion *myself*. The simple reason is *he wants to build up a reputation* for himself as being able to have work done on a cheap plan by hiring all the hoboes he can find and letting the mechanics go, and he is making considerable of a success at it. H has more engines mashed up and disabled than any man that ever held his position.

The M. M. is not visible to the naked eye very often and the less he shows his obnoxious physiognomy the better the boys are satisfied.

Chinese must go, pig tails and all as The Dalles will soon have a steam laundry in operation with all the latest equipments. Success to Lawler Bros. & Coot in their new project. They will employ eight women and six men in their establishment, consequently there will be no excuse for giving employment to the Mongolian any longer and a great number of people are glad of that.

Now ye old moss-backs, will you ever tumble and cease your supercilious chattering concerning the workingmen of this country whom you profess to love so well, especially during election time. Moss-backs did I say? Yes moss-backs, sure enough; the grass has covered some of them over completely, eyes and all until they cannot see any farther than their own nose. Should a stranger come to our town and get a drink of water he would surely be convicned that I am telling the truth. One mouthful of our city water, and then you want another of the river water to wash it down. Then all of you who voted for Moody can drink to his health of slime, mud and filth. But a lesson bought is worth a dozen taught and a word to the wise is sufficient, if not, I may have the opportunity to perform the duties of a pedagogue again. I. Z.

NORTH PLATTE, Neb., Sept. 24, 1889.

Editor Magazine:

It has been my intention for a long time to write a letter to your valuable magazine, for in my opinion good work has been done by holding the wrong doer up to criticism. It has often occurred to me that man is a very foolish animal, for it is just as easy to do right as it is to do wrong, and much better in the long run. We have evidence once more of this truth by the summary dismissal of the man Gibbs, who has been acting the role of Division foreman at this point. His conduct was low and brutal in the extreme, and as a consequence his end is not an enviable one, as he passes away "unwept, unhonored and unsung." One can well exclaim, "Sic semper tyrannis."

But to a more pleasant subject. Things look brighter here than for a long time back, and we all feel better for the turn things have taken and hope for better things. Certainly many abuses have been swept away, and we hope it will be a warning to others who have not that gift that the poet speaks of when he says:

"Oh! wa'd some pow'r the giftie gie us,
To see ourse'ls as ithers see us,
It wa'd frae mony a blunder free us,
An' foolish notion."

We were pleased to see several of the boys who formerly worked here pass through during the past month to points west of this place. We

would have been better pleased had they been staying with us, where they belong.

The genial face of Tom Kelly showed itself in the shop the other day. He was on his way West. He tells us that Cushing said that they had decided not to increase the force at North Platte, which we were very sorry to hear, as we have the finest shops and best facilities for doing good work, and we think he makes a mistake in this decision.

Well, I think I have written enough this time, and will close with wishing your MAGAZINE success.

VERITAS.

ADVICE.

Don't mistake notoriety for fame.

Do not let others spend the money you earn.

Be loyal to death to those who have befriended you.

When you assist the needy, don't do it ostentatiously.

Don't do work unworthy of you if you can avoid it.

Don't say "I am a gentleman;" it is never necessary.

Silence is the best weapon to use against a vulgar and spiteful tongue.

In ninety nine cases in a hundred, the man you wish dead outlives you.

Remember impertinence isn't wit, any more than insolence is brilliancy.

Don't introduce a lady's name where you wouldn't introduce the lady.

Don't count much on friendships formed in cafes. They never turn out well.

If young men will not believe in themselves, no man or woman can believe in them.

Don't indulge in the luxury of strong opinions in the presence of your elders and betters.

If you haven't the moral courage to laugh at sneerers, then you are another of nature's mistakes.

Don't talk about what you are "going" to do, then, if you fail to accomplish it, nobody will know.

If you learn that people say spiteful, wicked things about you, and untruthful things at that, be silent.

It isn't a very nice thing for a young man, or any one, for that matter, to smile in a superior way at ignorance.

Do not be afraid to go near your enemy. The nearer you get to a kicking horse the less damage will result to your person.

Never let a day pass without thinking seriously, if only for a minute, of death. It will rob it of more than half its terrors.

Treat all men and women considerately, and you will be surprised at the dividends that will come to you, daily and yearly.

WHAT A WONDERFUL WORLD IT WOULD BE.

It we could imagine this world full of peace,
What a wonderful world it would be!
If troubles and trials and quarrels should cease,
What a wonderful world it would be!
If we all could get wives without temper or flaw
Who would not give us, club nights, so much of their jaw;
If we never had dread of our mother-in-law,
What a wonderful world it would be!

CHORUS.

What a wonderful world it would be, my boys,
What a marvelous world it would be,
If the mothers of wives would but sweeten our lives,
What a wonderful world it would be!

If the girls lost their fancy for eating ice cream,
What a wonderful world it would be!
If their busts and their bustles were just what they seem,
What a wonderful world it would be!
If the ladies in street cars, which one daily meets,
Would but offer the gentlemen standing their seats,
In a tone and a style which acceptance entreats!
What a wonderful world it would be!

CHORUS.

What a wonderful world it would be, my boys,
What a marvelous world it would be,
If the girls smoked cigars on the front of the cars
What a wonderful world it would be!

If the streets of New York were respectably clean
What a wonderful world it would be!
If our aldermen were not in Canada seen,
What a wonderful world it would be!
If that sort of office which seeks out the man
Would insure he was built upon honesty's plan
Or place him immediately under the ban,
What a wonderful world it would be!

CHORUS.

What a wonderful world it would be, my boys,
What a marvelous world it would be,
If we knew a man's faults, ere with boodle he'd waltz.
What a wonderful world it would be!

If boarding house keepers would buy better meat,
What a wonderful world it would be!
If their chickens were fit for a mortal to eat,
What a wonderful world it would be!
If their butter was weaker, their coffee more strong,
If the hash wasn't always decidedly wrong,
If they didn't put mail where it dosn't belong,
What a wonderful world it would be!

CHORUS.

What a wonderful world it would be, my boys,
What a marvelous world it would be!
If their eggs were not stale as the jokes told at Yale.
What a wonderful world it would be!

—*New York Press.*

UNION PACIFIC EMPLOYES' MAGAZINE.

VOL. IV. NOVEMBER, 1889. No. 10.

OPPORTUNITIES.

Some one has said: "That every man is the architect of his own fortune," but truer is it that man is the child of circumstances. What he builds must be fashioned from the material he is able to secure, which depends much on the circumstances of his place of birth, pecuniary surroundings and ancestry. He may have been started with ten talents or with only one. If he uses them wisely he may be classed as a successful man, unwisely as unsuccessful, the degree will be recorded by comparison, the one who doubles his one talent should be considered as successful as the one who doubles his ten talents, but as the world goes they are not.

If it be true that every man is the architect of his own fortune, than it must be true that every man is accountable for the circumstances surrounding him when he comes to give up life, but those same conditions must to a greater or less extent surround his posterity and have its corresponding effect on their start in life, and must have been the same with the past generation, consequently it cannot be true that every man is responsible for his circumstances in life. That man does well who makes the best use of his opportunities, if those opportunities are not created through the misfortunes of others. But all do not have equal opportunities, though many judge as if they did.

"It is his own fault," is the common judgment passed over the unsuccessful or unfortunate, but who has the right to thus judge, without he has infinate knowledge?

The writer was in a street car, not long since, when an old lady entered, she was short, fat, and apparently three score years of age, and was tugging with a bundle of washing nearly as large as herself. On her leaving the car the writer remarked that it was a shame that a woman of her age should be compelled to thus struggle along. A man, who from appearance was having smooth sailing in life, replied in a self satisfied air: "She should have looked out for and guarded against that when she was young." Was there anything noble in his judgment? He virtually said that is what I am doing. He knew not of what that old lady may have sacrificed for others, or of misfortunes that may have befallen her from no fault of her own, or losses of savings through the dishonesty of those who, regardless of others rights, take all that comes in their way, as *their opportunity*. Many a citizen respected and rated as successful because of his wealth, acquired it from such sources because they had the opportunity.

If all were equally strong and had equal opportunities, equality

would certainly exist, mankind could not be compared, none would possess more than the surplus product of his labor or that of his ancestors. Equally strong means intellectually and physically, powers that causes each to produce equally with equal judgment in the care of it and the exercise of such powers.

It is impossible for the mind to see how it is possible for any such a condition to ever exist. It is doubtful if the world would be as happy as at present if it did. The happiness of many of the strong lays in aiding the weak with others quite the reverse. There would be no cause for complaint, if each was garanteed the opportunity for full exercise of his natural powers, unhampered by others, and than if he failed to exercise them, he could justly blame no one for his lot in life. He should be punished, not because of himself, but because of that which he inflicts on his posterity.

It has been said: "There is a tide in the affairs of man, which, if taken at its flood leads on to fortune." It may be disbelieved or believed, its truth or falsity cannot be proved; all voyages are well that end well, what might have been cannot be known. Fortunes, as fortunes are generally considered, would be rarely possessed, if not the accumulations of what was the misfortunes of others.

Men of renown, heroes who have been raised to the pinicle of fame, have been those whose opportunities were favorable to them, and to the giving the world a knowledge of their acts. Many as equally noble, have died in obscurity, though they had done deeds as great as any, they had made the most of their opportunities. A *knowledge* did not reach the world *to give them a record* among men. *Men should not* be condemned *too quickly* because they are not classed among the successful, neither should they be lauded to quickly because they are so classed. The success may not justly belong to them, and it may be, as it often is, but the result of accepting the opportunity chance threw in their way of profiting by the misfortunes of others. As the moral views of the world advance such will become less.

A man may steer his course with every power at his command, strained to make the most of every opportunity in life's voyage, and fail to see, until too late, where he might have done better. We can only be guided by the records of *voyageurs* before us. If we fail, when the opportunity presents itself, of studying those records and profiting by them, we are to be condemned.

How many there are in the humble walks of life who are capable of filling the high and responsible positions cannot be known. It is often a small current that will cause one to drift away from or into the opportunity to test his powers.

It was our pleasure not long since, to read a letter from a person standing high in the worlds records, to a young man who had just taken a responsible position that was calculated to test his powers. It gave good advise for his future guidance, and among other things said:

"You have, what very few people in this world ever get, a chance." If his record in life is rated successful, it may be because the advise was understood and followed, something that often aids the successful record; but it would have amounted to naught, if he had not had the chance, his abilities would have laid dormant or not have been developed. It is the chance only that many need.

The young man who waits for the chance, however, will never get

it, if he is not prepared to accept that chance, to show his powers at the moment it presents itself. He must keep those powers in working order all the time. It is few that has a friend ready to coach him over the difficult places. In that lays the secret of making the most of opportunities. If the chance never comes, he dies with the conscientiousness of having done his best in the world. Hope, that comforting spirit, will have made his life happier than if he had done otherwise.

All is being done to better the world when all possible is done to give all equal opportunities, to increase and strengthen their natural talents, and assure them protection in their possession. There may not be so many on the pinicles of fame,or with hords of wealth, but there will be more on the broad plain of equality engaged in the pursuit of happiness.

DRAW THE LINE AT DEAD BEATS.

Labor organizations are called tyrannious by some, because at times they draw the line of association against the non-member and try to prevent him from enjoying the benefits that have been made possible through organization effort, unless they contribute their share to the creation of those results.

So do many other men, in combinations and as individuals draw the line at the dead beat—those who sponge on other—and they are not condemned for it. They do that which all conceed is their right, and the same right would be as universally conceeded to labor organizations, if all understood their position, and were not opposed to them for reason of selfish motives.

The lazy shiftless mortals who *does the least he* possibly can, liv*ing off the industry* of others, either by begging or stealing, or because it is given him free is universally condemned, there is no tyranny considered either.

The individual plans and strives to make for himself and family a home and comforts, he is not considered a tyrant, because he will not share it with a shiftless fellow who might have provided for himself. He is commended for his action by fair thinking men.

What difference is there in the position of the labor organization? They are but combinations of individuals seeking for self-improvement. All are free to join with such, often entreated to do so. What such combinations accomplish is done at the sacrifice of time and money, but is of a character that cannot be kept entirely in the hands of those who make the effort, try as much as they will, but where they can, should they not say, and rightly, this represents a sacrifice on our part, yea who would enjoy it must contribute your share, you receive enough gratuitously now. The man who seeks to enjoy the pleasures and benefits arising from the efforts of others, through individual or combined effort, is a dead beat, and deserves to be treated as such, and organizations are justified in drawing the line against them where ever possible.

The benefits arising from the efforts of labor organizations have, in a great measure, been spread universally, in that the dead beat get more than he is deserving of. The first real benefits that arise is the elevating tendency it gives its members and by contact with them all who surround them.

A certain degree of good character is necessary to the success of any organization, the mottoes of many of them signify the objects in view: Sobriety, industry, progress, friendship, charity convey, what becomes stamped on them as

a badge of their character. Unmeasurable benefits to all have accrued from this. Has not the service on railroads been improved morally and intellectually by and through their efforts? Would this be their character if they did not draw the line against those whose personal character would hinder, or reverse their work? Are they than not justified in saying to such, we do not care for your association, can such a class justly claim that he should have the same consideration as those who are their opposite in character. Are they as good citizens, fathers, or fellow-workmen as the others? If they refused to enjoy that which theyhad not aided in creating there would be no reason to oppose them, but they are ever on the alert to get — like all dead beats — that which they can take free, and complain bitterly because there is not more of it. They are at all times a menance to the good work of their betters, dragging them down when possible, and consuming all that they can reach. They do nothing to better their own condition or others, but prevent others from doing it.

Every man should have the right to paddle his own canoe when he chooses, but he should have no right to paddle it in the waters where the efforts of others have removed many snaggs, and made the efforts of each in paddling easier and with more pleasant surroundings, unless they pay their share.

Efforts should be made to fan into a flame the spark, if there is a spark of their manhood left, that it may destroy or overshadow the nature of the beat, but if it is certain that no spark remains, he should be treated as the vagabond, *with as much mercy as circumstances will permit* without danger *to the others well being.*

Occasionally a person, who is enjoying the better wages, good treatment and surroundings that his fellow-workmen, through combined effort have obtained for all comers, is heard to say: "I am just as good a man as any of those members," but he lies and knows it, and what is worse, all who hear him know he does, and the world at large knows that all of his class are inferior to their more energetic fellows who strive to make the world better. While many will not openly admit this they often act it, for it is a natural characteristic of humanity to admire all who will stand up for what they claim is their right, though they be in direct opposition.

The most anti-labor organization railroad officials have greater personal regard for those who would stand up with their fellows for what they believe is their right most especially when it is done honorably and reasonably, than those who do not consider, judging from their acts, that they have any rights to stand for, even though they oppose them.

Labor organizations stand in opposition to oppression,for justice to all and the elevation of the moral and industrial worth of each individual. When they can avoid associating with those who will not do thus they should do it, and all fair minded men will concede it to be their right.

Draw the line when possible at the dead beat in financial, social, moral and industrial affairs. If he is an incurable, let him be as a vagabond till death overtakes him.

THE TYRANNY OF CORPORATIONS.

The tyranny of labor organizations has been written of by the infamous president of the Reading railway system in the current issue of the *North American Review*, and all labor organizations should be pleased that such an article ha

appeared, and especially because of its source.

Comparisons act to educate, and labor organizations have nothing to fear by a comparison with organizations of capital, nor have they from the words spoken by one, who, in testimony before a legal tribunal and in his article, proves himself a tyrant unequalled before in American history, who having become possessed of the power used it regardless of law, legal or moral. Those who are the opponents of organized labor must feel chagrined that their side should be so prominently championed by one of his character. It must act as a boomerang on the minds of all fair thinking men.

The labor question is the foremost problem of the day, because of its nearness to the mass of the people. There are none but what are directly interested in its solution. Labor organizations are instruments that have been forced into prominence as a factor in the problem. They have been created only as a means to an end. Whether they continue to exist or are abolished, the labor problem will still remain for the attention of humanity. The more attention it is given the less the need for the labor organization. Attention to it aids education on the subject, with education will come the means for a solution.

Webster defines tyranny as "the arbitrary or despotic exercise of power; exercise of power over subjects and others with a rigor not authorized by law or justice."

The history of the world is but the history of parts of humanity struggling with the tyranny of others. It has been the many under the tyranny of the few. Formerly it was the hereditary rulers and nobles exercising power over those who were unfortunate enough to be born as their subjects. At present it is those who having become possessed of the natural resources and modern instruments of production, have become controllers of what other human beings must have access to in order to live, thus having a power over all who must seek their bread by daily toil. Have they used this power as the tyrant? Yes, and the world's history can find no equals. If not why are the thousands at starvation's door in every State of the Union? Why the murmurs of discontent? Why the use of the Pinkerton thug or ruffian coal and iron police?

The following extracts from the report of the Congressional Investigating Committee on the cause of the Reading strike, bears evidence uncontradicted:

The laborers in the mines likewise share in the general abuses and pecuniary losses of the vicious system. The avaricious grasping at a monopoly of both carrying and mining by such a gigantic concern as the Reading Railroad and Coal Mining Company causes it to treat the miners and their help with gross injustice in many ways.

Rent goes on all the while against the employes, but wages are paid only in proportion to work actually done in short time, and, of course, no wages are paid during a lockout or strike, while rent of the miners' houses never ceases, which, together with his other charges, must be paid when work shall be resumed before he can draw any wages. This, together with other expenses next to be mentioned, serve largely to keep the miners in debt slavery, as so many Mexican peons. Mr. Ario Pardee of Hazelton, a private operator, as well as a reputed millionaire and stockholder in railroads engaged in mining and carrying anthracite, with grim humor admitted to your committee that both the railroads and private operators prefer to let the miners occupy their houses so that rent can acculate against them during a strike, lockout or shut down.

Besides this, at most of the mines, especially in the Lehigh region, each miner or mine laborer who has a house for his family is charged and has the charge deducted from his wages for one ton of coal per month during the whole year, whether he uses the coal or not, for cooking and warming. It was proven that but very few families use that much

coal any month in the year, and never in Summer.

Another abuse existing at most of the mines is the practice of compelling miners to fill underground cars with coal of larger capacity than the size agreed upon.

One of the bitterest complaints of the miners is that they have no representative or means to guard against excessive dockage, and that the coal operators habitually and largely dock too much.

The testimony likewise shows that the coal operator (proprietor of the mine) invariably compels his miners to get their working outfit from him at an enormous profit to the operator, especially blasting powder. It was alleged, and believed to be true, that the operators, who buy their powder cheaply at wholesale, as a rule charge the miner 100 per cent or more advance.

However, perhaps the greatest outrage inflicted upon the workmen in and about the mines is the "pluck me store" system of paying wages, which is universal in the Lehigh region with but one or two honorable exceptions that came to the notice of your committee. Usually every Lehigh coal operator keeps a general assortment store of whatever goods a laborer or miner wants, and, by not letting him have any cash to trade elsewhere, practically compels him to buy at the operators' store upon the operators' own terms. It was likewise proven that at some of the Lehigh mines only particular peddlers of poultry and the like were allowed access to the miners' houses to trade. Several of the witnesses swore that from these and other causes when pay day arrives some of the men get no money at all, because, in addition to extortion for necessaries, the credit system at the store has tempted the miner to extravagance, and by the time his store account, his house rent, his dockage, his powder bill, his fuel bill, his taxes (which must be retained by the employer according to law), his doctor's bill and other charges have been deducted, no wages remain due. Two ex-members of the State Legislature (Senator Coxe and Representative Evans) testified that within their personal knowledge several hard working, sober miners had toiled for years, or even a lifetime, without having been able to draw a single dollar or but a few dollars in actual cash; a statement which seems borne out by a number of pay day balance sheets in the Lehigh region submitted to your committee and published in the testimony.

Two other causes aggravate the matter; one of which is that as a rule no miner knows what wages he is getting until pay day comes, as wages in the anthracite regions are not regulated in any certain, simple, honest, straightforward manner, as elsewhere, but upon some hocus pocus varying principle said to depend on the price of coal at the mines or at tide water, either of which prices is made by the railroad to suit itself. The other aggravating circumstance is that many thousands of surplus laborers are always kept on hand to underbid each other for employment, and thereby force the men to submit to whatever treatment the company may impose.

These and other abuses detailed in the testimony precipitated the great anthracite strike of 1887-'88. It began in September, 1887, in the Lehigh region, where the miners complained that life was unbearable. For months previous they had been perfecting their labor organization for redress of grievances, and after mature deliberation among themselves, and consultation with the national organization of the Knights of Labor, presided over by Mr. Powderly, they resolved first to seek a correction of evils by arbitration, if possible, with the mine operators, and, failing in that, to strike.

The operators of the Lehigh Valley scorned even to recognize or communicate with the delegates sent by the Knights of Labor to discuss a compromise.

Competition for employment is so fierce that wages in many occupations are but little above the starvation point, and when the superintendent of the Reading mines was asked by your committee upon what influence he expected to fetch the men back to work he replied, "Their necessities."

Nearly all this multitude of unemployed or poorly paid laborers are voters, and vast numbers of them must be cheaply purchasable or easily intimated. The Reading company alone has over 20,000 miners and about 15,000 railway employes in its service. Will the employes dare defy its behests at the ballot box? The Pennsylvania railroad and other carrying and mining companies have their swarms of employes also, too many of whom are but little better than political as well as industrial slaves.

In entering upon such a policy the corporations had to employ tens of thousands of laborers, most of whom live in the lowest scale of existence. It was the rule with these corporations to hire laborers from the poorest classes at scant wages; and it is readily seen that brute force must have been required to terrify them into subjection whenever they should be moved to strike or refuse to submit like angels to lockouts, which they sometimes did in the effort to obtain something above "starvation wages."

Accordingly every railroad in 1865, and every colliery, iron furnace or rolling mill

in 1866, was granted by statute liberty to employ as many policemen as it saw fit, from among such persons as would obey its behests, and they were clothed with "all the authority of policemen in the city of Philadelphia"—were paid such wages and armed with such weapons as the corporations determined, usually army revolvers, sometimes Winchester rifles, or both—and they were commissioned by the Governor. His discretion was and is now the only limit upon the number of such policemen to be appointed; and it is believed that the Governor has seldom, if ever, refused to commission the number and particular persons asked for. They report to nobody but the heads of the corporations employing them, from whom they get their orders, and which they execute generally with a mailed hand.

Mr. Austin Corbin, president of the Reading Railroad Company, while under examination before your committee in February, 1888, admitted that his railroad had then in employ "probably 300" of these domineering policemen, and from reliable information the number of coal and iron policemen alone in commission last October was 412. These aggressive policemen tend to overawe not only the local civil police, but the people themselves. All these police are likewise made detectives by statute, and while exercising the latter office they are not required to wear their badge or metalic shield, which serves more or less to destroy all confidence in social intercourse among the population of the mining regions, who are harried on every side by spies and informers, which latter instantly may become clubbing policemen. The only riot that occurred during the great and prolonged strikes which your committee was appointed to investigate was needlessly provoked at Shenandoah, as the testimony clearly shows, by the railroad and coal and iron police. And the chief of that police during this riot added as many ruffians as he pleased to club the people at $2 a day, and hired them himself without applying to the Governor for that purpose. In a boastful manner he admitted this to your committee on the witness stand, and appeared to feel that he had more authority than the executive at Harrisburg.

From the cautious and anxious manner in which some of the witnesses testified, and from the bated breath in which they privately disclosed their wrongs, and from the subdued appearance of the population generally, there was a forcible reminder to an intelligent man of the status of affairs in Russia or of other despotisms.

Pages of extracts from their report might be added, but this is sufficient. All and more might be found in an investigation of the acts of hundreds of other corporations and individual employers of labor.

Can tyranny be exercised over such? Can the will of the masses —the vast majority—be tyranny when, for the common weal, they cry halt to such? Is not the good of the many paramount to the desires of the few? Have not the many the right to remove all obstacles to the common good without being guilty of tyranny, which is but the unjust exercise of power? Therefore, would they be guilty of tyranny if they stripped such as Austin Corbin of every vistage of power? No. Because workingmen have been forced to combine that the powers over them might, by united effort be checked or removed.

The Reading president writes of their tyranny. He cries for workingmen to be independent, to exercise the "right of freedom of contract," something that was never known between master and slave —chattel or wage. He calls it the duty of employers and law makers to devise some means whereby workmen will be freed "from dictation and interference." Some employers have endeavored to accomplish this. Yes, himself for one, by exercising a power he has, because of their necessities, has compelled them to leave the labor organization. Is he guilty of tyranny?

It has ever been thus. How often has there been seen fair dealing with the individual employe by the large employers of labor? How much was suffered before organization came to their assistance? Did they then try for revenge? No, not one instance can be cited. The Reading president convicts himself of such attempts.

Of those his power has temporarily conquered he says: "Each is

nevertheless what the labor agitators and their deluded followers call a 'scab,' *i.e.* an *independent, manly man,* who seeks congenial employment at satisfactory wages; who attends to his work diligently, maintains himself and his family respectably, and is in all things a good, order loving and peaceful citizen. It is a title of nobility, indicative of traits of character which they can well afford to live and die by and to hand down to their children. * * * Any case of real oppression of laboring men by cruel or selfish employers will be speedily detected and remedied by a just public sentiment."

"Independent, manly men" because they accept the terms of such as he without question, through the use of the force of their necessities, assisted by the coal and iron police or Pinkerton cutthroats. What has public sentiment ever done, unless goaded on by a continued cry for relief? If public sentiment would right what men ask for it must have done it, and there is no cause for complaint. If no cause for complaint, why discontent? Why the use of hired assassins to keep down such discontent?

Such is but samples of what the czar of the Reading has to say. He sees the handwriting on the wall. He knows that the day of such tyrants as he ends when those who seek true independence join hands against the common enemy. Like the czar of the Russias, he would crush out the possibilities that threaten his position by such union.

The tyranny of corporations has compelled men to join hands. If such union tends to unarm the tyrant there is only the tyrant to cry out tyranny. Thus cries the criminal on the scaffold.

'If every man could have his way the world would be depopulated.'

THE FEDERATION OF THE "SUPREME."

Nine grand officers of three organizations of railroad employes met in Chicago last June supposedly to prepare a plan of federation for railroad employes' organizations, but succeeded only in federating themselves.

They formed an organization and called it "The *Supreme* Council of Railroad Employes." They created nine offices, so there would be enough to go around. They made laws, which they shrouded with mystery, for the guidance of the striking rank and file. They decreed that any of them having a grievance and concluding to strike they must submit their case to them, as they, "The Supreme," said it should be, and dire vengeance would be heaped on the disobedient. These laws must be reverenced in secret. Vulgar eyes must not see them. They were evidently ashamed of them. Where they got their authority would be hard to say.

Where federation for workmen is to come through this "Supreme" it will be hard to make those who are supposed to be governed by it understand. If they have got to wait till they are ready to strike before its benefits come in, they are not likely to wait longer but go on and strike.

Either a very erronious idea of what federation is and what it is calculated to do, or a very large amount of egotism among "The Supreme" exists.

Federation must begin at the bottom, not the top. Its foundation must rest among those on the engines, trains, tracks, in the yard, shops, roundhouses and offices. It is these that have trouble and grievances, and it is those who know what they are much better than any supreme council thousands of miles away. They must fight the battles and must be the ones to try and prevent them.

Nine-tenths of the troubles are confined to individuals and are of a nature which, if taken in proper time, can be adjusted without going outside of the local circle, where federation must commence.

Representatives of their fellow workmen are the best calculated to set such matters to rights. They know all parties concerned, and the many imaginary grievances need never go beyond them. Much friction that is liable to set things in flames in time is checked. Little matters are not allowed to grow greater. Thus a great strain is taken from all organizations and from the relations between employer and employe.

Federation, as it should be, provides for this by bringing in the judgment of the unprejudiced fellow workman, the one who must suffer first and greatest if trouble comes, to pass on the matter. It creates a brotherly relation between all, something that the "Supreme" have failed to provide for or consider.

What is true of local matters is true of the handling of any trouble that might be serious enough to demand the attention of all fellow workmen on a division or whole system of a railroad.

Federation is purely democratic. The monarchical feature cannot be grafted to it. The "Supreme" flavors of it. Home rule is the order in all things possible.

Federation locally, federation of a division, federation of a system, and federation of systems must be the order of its work. With it properly arranged and managed it would be rare that trouble would pass beyond the system.

The "Supreme" provides for nothing of the kind. It leaves the conditions as they now exist, liable to a rupture at any time, that a few may be worked up to the proper pitch to do it, bringing hardships to all others involved by them. This is what true federation will prevent and what it must do. Through such federation the rank and file are perfectly capable of governing themselves with credit and with justice to their employers. When they fail it is time for the "Supreme" to be brought into action.

Federation is a government of the rank and file, by them and for them. The Supreme Council, created under the circumstances that it has been, and with the laws that it announces, is only a mockery of the word federation.

BLACKLISTING.

There has seemed to be no remedy for this great wrong, and no power of resistance against it. But a recent case occurring in Missouri has turned blacklisting oppression over to the courts. Edward L. Randall, a telegraph operator of Kansas City, has begun suit for $25,000 damages against the Chicago, Rock Island and Pacific road for depriving him, as he alleges of earning a livelihood by discharging and blacklisting him simply because he was the organizer of the Order of Railroad Telegraphers, a benevolent association.

Twice before Randall has brought suits which have been dismissed in the Circuit Court on technical points, the jury in each instance not being permitted to pass upon the merits of the case. His attorneys have adopted new tactics and expect to receive a verdict from a jury for damages.

As this is a test case, and probably the first effort to right in the courts a grievous wrong under blacklisting, it will be watched with interest. The result may be to show the power of the company, and prove the inefficacy of appeals from labor's wrongs, but it will be a precedent, and give encouragement to other injured workingmen who will not submit to a slavery that renders any independent action impossible.—*Milwaukee News.*

The man who does a generous act, and lets the world into the secret, shows the world a peach, after rubbing the bloom off.

THE READING DESPOT.

Austin Corbin of the Pennsylvania and Reading Railway contributes an article for the October number of the *North American Review* that will require more than a passing notice from an abler source than this. Wage workers, one and all, owe this man something, as he makes an earnest plea in behalf of the independent (?) wage workers of this country; but at the same time he writes a lengthy article on the tyranny of labor organizations. By the independent workers he of course means those who were so independent as to renounce their seperate organizations that they might remain in the employ of the Reading corporation. He further says: "The worker in this country at least, happily, is not a slave; he owes no permanent service to any one; he is a free man, as he ought to be; this unbounded liberty of choice of employer and employe always left open to the workingmen has been the foundation of the progress of this nation."

But let us suppose that all other corporations would adopt Corbin's plan, then the free and independent workers of this country would have the unbounded liberty of choice that the highway robber gives his victim. He could give up his money and valuables or keep them, but if he don't give them up he can have his brains blown out.

The freedom that is given the employes of the Reading corporation would be the foundation of the progress of a nation presided over by King George, of blessed memory. Of course there is a difference between King George and King Corbin, about the same as the difference between the small pox and the measles. Another difference was while King George's subjects for their unfaithfulness would have lost their heads, Corbin's would only lose their independence, but a man without independence has not got much use for a head. This I believe to be the principle reason for the adoption of Corbin's plan.

If you read the history of serfdom in the fourteenth century you will imagine this man Austin Corbin had died about that date and risen from the dead in the nineteenth century and gone right on where he left off. He has immortalized himself as the last mile stone on the road of progress for wage slavery. In this age he is the last of his race. No more can be born.

Knowing him only by his writings I would do him no injustice, though I can hardly add to the injury he has done himself. I am afraid to think he is entirely honest for fear of underestimating him intellectually and overestimating him morally. I don't believe that *he* believes all that he has said in this article. The probability is that he underestimated the intelligence of the free workers.

By studying him closely and studying the conditions by which he arose to his present dignity(?) of railway magnate, we must conclude that he is the natural growth of a great corporation in a great protected State.

Austin Corbin is the last man who should sneer at agitators. He was agitated by this corporation from the time he first entered their employ, and after he was agitated enough they began to mould him to fit the position he now holds.

He says: "No one objects to the formation of societies of workingmen to promote a better understanding of their craft, the cultivation of a better acquaintance with each other and their families or the discussion of wages or any other question they may be interested in themselves."

But to fix the rate of wages, the number of hours worked, the kind of treatment they shall receive is to him the rankest heresy of labor organizations.

And he warns the legislators who yield too easily to the spirit of trades unionism, and says sooner or later the just judgment of the people—he no doubt means the Reading corporation—will be visited on the public servant who, by unwise legislation, strikes at the independence of undivided wage workers. The secret of success of many great corporations is they support legislatures and the legislatures support them.

If the plans of Austin Corbin were universally adopted corporations would

soon realize why none of these free and independent workers never reached a complete comprehension of the wage question. They would be so busy working they would never have time to study it. Whether the plan he has adopted seems worse to me, not being accustomed to it, than it does to his employes, I would not be so quick to judge, but of its abominable principle I am not at a loss to judge.

Corbin's scheme will do more than any that could be adopted to keep the wage workers in ignorance of the most vital questions of the day. It would do more, it would make them the enemies of each other. Man only becomes the enemy of man through the medium of a false system of government. For this reason all the intelligence of free and independent workers must be brought to bear on the reforming of this system.

We, too, must warn the legislators that such unwise laws must not be enacted that will make such employes as the Reading company's be compelled to support the frauds that suppress them. A bad cause will ever be supported by bad means and bad men. Whoever will examine the workings of this corporation for years back will see that it is the same insensible principle that directs the conduct of its officials. This may at last deceive and ruin them.

If ever a corporation was mad and foolish, blind to its own interest and bent on its destruction, it is the Pennsylvania and Reading. There are such things as national sins, and though the punishment of individuals *may* be reserved for another world, national punishment can only be inflicted in this. Austin Corbin has certainly not read the signs on the guide boards of this age. He is dealing with serious questions. No matter what a tyranical employer, a debauched court, a trafficing legislature, or a blinded people may think, the time is fast approaching when the accounts between his corporation and the wage workers must be settled. Others like him have been called to these reckoning. The proudest empires have sunk when the balance was struck.

And so the Reading corporation, like a penitent individual, must undergo her day of sorrow. The sooner it happens the better. As I wish it to be over I wish it to come, but withal I wish that it may be as light as possible.

The time came when the soldiers of France grounded their arms when ordered to shoot down their fellowmen. The falling of the bastile followed.

The time is now come when the police of London who marched at the head of the dock laborers' procession to keep them from disturbing the peace, hired the band, and the National Guards cheered the mob(?) as they passed. These are object lessons that can never be unlearned.

Ignorance is not originally a thing of itself, it is only the absence of knowledge. Corbin might keep his employes ignorant, but he cannot make them so.

The foundation of a republic is the intelligence of its citizens. Labor organizations have done much of late to educate them to conclude that it should be unnecessary to drive their children into mines, workshops and factories and deprive them of education, which should be secured to them by proper legislation. It must be our desire to extend these organizations throughout the country until it is impossible for such despots as Austin Corbin to array the workingmen of this country at least against each other.

H. BREITENSTEIN.

THE HOSPITAL QUESTION.

I hear many questions asked regarding the hospital, and believe that it is a question that should be discussed. It may bring to light some of the benefits if lived up to and more of the abuses, which I do not believe the head surgeon, Dr. O. J. Pfeiffer, is acquinted with, and I feel satisfied he wishes to do the right thing for every one in the employ of the company.

If the sum of twenty-five cents will not meet the demands, make it forty cents, provided employes can get their rights equal with the *officers and their families.* There are many arguments pro and con on this question, but there

are some provisions in the regulations which leave the local surgeons a hole to do nothing for an employe if he does not choose to, and we will illustrate before we get through. The regulations look all right when I read them over, and as many questions have been asked as to what we are to receive for our money we, the employes, would like some one to answer. It will enlighten us much and educate us more. Then if the fund is short we will feel like making it up with a better heart.

"I can attend you, provided you are not sick enough to prevent your calling at my office." It seems almost next to an impossibility to get *some* of the local surgeons to go to the residence of an employe, if he is called as the Union Pacific surgeon. If the employe is too sick to call at his office, he may possibly come when he gets good and ready, and has all his town talk on the street corners over. The man may be very low, and a second or more calls are necessary. They will be put off until some of the sick man's friends go for him a second or more times, and he comes with the same delays that he did at first. If anything is said to him in regard to these neglects the answer will proably be, "We get only a pass for our services, and can't run to attend you and neglect other business when this is all we get." If this be true where does the hospital fund go? Is it not true that the expense of attending every tramp and every passenger injured on the road comes out of the hospital fund?

The local surgeons should be paid for their attendance on the sick, probably are well paid for what little we can get out of them when sick, if only we can get to their office. If any of the officers or officers' families are sick the local surgeons can get there as regular as to any of their sick paying patrons. But let it be a poor section man who, from his small pittance, cannot afford a physician, but who pays just as much per month out of his $1.35 per day as the superintendent *out of* $10 per day, what will be the result? *The local* surgeon will find the poor section man's trouble chronic, and therefore does not come under hospital regulations, when the chances are that the other case may be one of the special diseases that do not come under hospital regulations.

A poor section man is called out to help clear up a wreck. Night or day is called to a washout. If it is cold, wet, stormy weather, it is all the same. In the washout he has to be in the mud and water, probably wet all over for hours. He has irregular meals, or none at all, and has no sleep until the washout is repaired or the wreck cleaned up. He takes a severe cold which settles in his limbs or back. They call the local surgeon. He comes when he gets good and ready. The diagnosis of the case is as follows: "Well, I'll give you a prescription now, but you have chronic rheumatism, and that does not come under hospital regulations, and I can't come any more." How many witnesses can be furnished to this or similar cases? One-half the employes of the Union Pacific railroad system! How many thousand dollars a year is the salary of the two members of the Medical Distributing Board for their services in this department, not referring to the chief surgeon or to their salary as officers of the company, but for their services in handling the Hospital fund?

I have asked several questions here which have been asked me, but I was not able to answer. Now if some of the better informed will answer them it will be quite a source of knowledge to the employes, and they have the right to know. The discussion of this question may bring to light some of the abuses of the hospital regulations and help to right them, if they are known by those who have the arranging of these things. Yours, SEE.

The fourth annual convention of the American Federation of Labor will meet in Boston, Mass., December 10th. A call has been issued for all labor organizations not connected with the Federation to send representatives to co-operate with them in organizing the movement for the establishment of the eight-hour work day May 1st, 1890.

MEN'S OPINION.

Editor Magazine:

I feel that when an attack is made on anyone through a newspaper, on account of his opinions, although he may be able to defend himself, but is so situated that he dare not for fear of injuring his business perhaps, he is more to be pitied than scorned, especially by those who have been taught to love their enemies.

Some people act as though a man's belief is of more account than his works, or that he must believe certain propositions that nothing short of infinite wisdom can comprehend, and be moral if convenient. But those who find it more conveniant to believe than be moral are as common as three meals a day. Those who set themselves up as teachers of religious and social questions are also very common, many of whom are as capable as I would be to teach astronomy.

With this preface I will say that my attention was called to an article in the Laramie *Sentinel* of September 14th, alluding to Mr. Chaplin of the *Boomerang* as an atheist. Whatever Mr. C's. opinions may be on matters of religion, all who know him, know him to be an honest man; and if he continues with this reputation until he has traveled all through life's uneven road, he can do no more.

The artificial crime that Mr. Chaplin has committed to arouse the pious wrath of the *Sentinel* editor, was to offer a preamble at the convention to frame a constitution for the State of Wyoming, recognizing the constitution of the United States as the highest source of civil and religious liberty, and left God out of the constitution.

For this the editor of the *Sentinel* affects to be ashamed of him, and no doubt he is ashamed of the framers of the national constitution for the same reason.

He calls the attention of his readers to this outrage on Mr. C's. constituents by calling him an atheist, for the same reason that the ignorant Turk cries Infidel at the sight of a Christian.

Such men as Chaplin at least grant to others the same privilege *he* would ask for *and no more.*

Such were the framers of the constitution of the United States, the grandest document ever written, because it offers the same protection to all alike, it matters not whether he be Christian, Jew, Mohammedan, Buddhist, Brahmin, Infidel, Agnostic or Atheist!

We know that custom has since established laws in various States in direct conflict with the spirit of this constitution, depriving a great portion of citizens of their right on account of their opinions; we know further that these laws were the invention of designing men, some of whom live upon the credulity of their fellow-men. I believe some to be sincere and only ask that they exteed the same charity to us. To the *Sentinel* editor, Infidelity, Agnosticism and Atheism, like Socialism, Communism or Anarchism associated with all that is evil, are synonymous. The social fabric rests upon the shoulders of those who dare at all times speak what they believe to be the truth, although they have been damned from the time that the Orthodoxy of Jerusalem crucified the Nazarene till the day when a thousand pulpits thundered against Darwin. They have been the leaders in liberty and proved themselves to be the new Atlantis that supports the world.

Their enemies attach themselves to the cause of law and order, though the law be the command of a despot and the order akin to that which reigned in Warwar: from the election of Saul, King of the Jews, to the rejection of Bradlaugh in the imperial parliament.

Francis Wright said: "Truth is knowledge and knowledge signifies things known," and furthermore, when there are no things to be known there can be no knowledge.

Applied to science it tells us that every science, that is every branch of knowledge, is compounded of certain facts of which the sensations furnish the evidence. Where there is no such evidence we are without data; we are without first premisis, and he who without these should attempt to build up a science, would do as those do who rear an edifice without foundation.

The Atheist believes that if by ignorance or by some blind fanaticism the immortality of mankind have been deceived into error, he must not join in the conspiracy of deception, and thereby reduce the human sentiment of the mind to absolute total inactivity. It is far easier to swim with the tide of popular approbation than to stand forth a solitary unit, and advocate an opinion, unwelcome in the ear to the general conception of popular sentiment. It is less difficult to fall back to our opinions and to defend them as people do their estates by right of inheritance, than to institute an inquiry and examine its character, and according as that may direct us, to adopt it with an honest yet fearless discrimination. The principle reason that all reforms are so slow to come about, is because very few of the people's representatives outgrow their constituents, and never will dare to advocate any reform in opposition to the wishes of the masses.

Mr. C. was no doubt prompted to offer this preamble, believing that God has as little to do with municipal, state or national laws as with the Johnstown flood. Hence his being recognized in a state constitution was unnecessary. If it were the constitution of a church it would be different. "God and the state should forever be kept separate."

The history of older nations shows that the difference in religious opinions were for more than four hundred years the burning questions of centuries ago.

We may be thankful to such men as framed our national constitution that they have not been so burning since.

It was the decline of the Puritanical spirit in this country that made possible the glorious revolution of '76. This is the record. Which class has done most to rectify the wrongs of time, curb the oppressive power and advance the progress of the race toward the goal of liberty, equality and fraternity?

These are questions that we will trust to leave to the judgment of that best critic, the reading and thinking public.

H. Breitenstein,
Laramie, Wyo.

THE EXTINCTION OF LEISURE.

[CONTINUED FROM LAST MONTH.]

How much of all this effort on the part of fathers and mothers to buy happiness for their children ever succeeds? Does not individual happiness undergo some process of equalization in every generation? Did any man ever make his son happier than himself in one way, without making him unhappier than himself in another? Behold this plodding multitude that set out a score of years ago with such fair ideals. Where now is their high resolve, their intellectual aspiration, their dignity, their courtesy, and their romance? Gone forever, and themselves become drudges to those of another generation, who will enter with like hopes upon the period of their activity, and in a little while become in turn drudges to their successors. What is more pathetic than the hope that those things we have ourselves failed to perform or to enjoy, will be performed or enjoyed by our children?

Even when applied to the main chance, if men did but know it, leisure is often the best of investments. Nothing can be more useful to a man than the determination not to be hurried. The popular idea that a man's prosperity or his usefulness depends upon the amount of his business, is not a correct one. Here, as everywhere else, quality counts for more than quantity. The most successful man is not he who is always doing. Ask an old merchant how to succeed, and he will tell you: "Do not try to do too much." Results are not always according to the degree of exertion; superabundant activity often wastes more energy than it utilizes, and perpetual haste impairs the spring, the inspirational part of one's mind. This conservative activity, it is true, comes not often by nature. Everywhere men seek their ends less by order and system than by hard work. We do not need the scriptural narrative to assure us that the first man acted before he thought. His descendants have most of them continued to do so ever since. The few in whom the thought is prior to the act, might well be believed to have in them some strain of those sons of God who consorted with the antediluvian daughters of earth. As-

suredly the ability is inherited from beings who were accustomed to more leisure than the latter day sons of men.

There has ceased to be any place in American life for what may be called a middle leisure class, that is to say, for those men and women who, having moderate fixed incomes, are content to live upon them in a modest way in order to escape the drudgery and snares of business, as well as to lead more natural and symmetrical lives. Taxation, direct and indirect, with the difficulty of obtaining domestic service, prevent these from dwelling in homes of their own, and therefore they betake themselves to hotels or boarding houses, and of late years have been going abroad in such numbers that Americans are becoming a nation of absentees. In return for what is too often the least desirable part of our own. For they reckon ill who think that everything save enterprise, so-called, is to a community worth nothing. There is needed everywhere just such a foil to the materializing tendency of middle class life. A family which gives more care to social and intellectual employment than its neighbor, is an educating and refining force in the community to which it belongs. The possession of leisure does not, to be sure, always make certain of such care being thus bestowed, but it removes what is too often the excuse for its neglect—the absence from the social atmosphere of anything to encourage it.

Out upon such an undemocratic idea, it will be said, and such a plea for indolence! But why indolence, and why undemocratic? Is all occupation to be esteemed indolence which has not for its end a money reward? Is democracy a mere race for wealth, the winner of which must expend it in obtaining more wealth, or for luxury or for office, or to build a monumental college or cathedral after one's death? This is about what democracy has come to mean among us—the "pig philosophy;" or, as some one has lately euphuized it, "the making of the dollar heroic;" that is to say, the honoring, beyond every one else, of him who is *he largest disposer of it.* We make merchandise of ourselves in order to satisfy our constantly expanding volume of want —the measure, as we are told, of civilization. The more wants we are unable to refuse, the more civilized we become. If this be civilization, let us get back to barbarism at once. We are a richer and a busier people, but we are politically, industrially, and socially a less independent people than were Americans of two generations ago. Say, rather, that leisure is necessary to democracy. With no leisure there can be no intelligence, and without intelligence democracy cannot exist.

The ideal civilization of the north temperate zone is as far from a do-nothing, lotus-eating existence as it is from the existence of an ant-hill. Hard labor must be done in this part of the world always, and it is the discipline of that labor which gives to the nations inhabiting it their solidity of character and earth-subduing genius. To have some regular task, be it high or low, which gives to men occupation, is certainly the saving condition for most of us. "As," saith Burton, "he that plays for nothing will not heed his game, no more will voluntary employment so thoroughly affect a student except he be very intent of himself and take extraordinary delight about what he is conversant." This is true of every other occupation as well as that of the student; moreover,

> "If all the world were playing holiday,
> To sport would be as tedious as to work."

Action is necessary, not only for our livelihood, but for life. Only let men remember that the penalty for over-forced action is no less certain and severe than the penalty for indolence, just as extreme cold and extreme heat are to life equally fatal. If the final outcome of modern civilization is to be the forcing of every one into some narrow and irksome specialty, which is itself but a subdivision of some other specialty, whereto one shall be chained like the slave to his oar, in what respect will life be any more endurable than under the civilization of the Pharoahs? Better the wandering and precarious existence of the Bedouin, than that of a society whose members can maintain

themselves only by the surrender of their liberty and intelligence.

Leisure departs in proportion to the increase in the size and influence of cities. In all life, the closer the contact the sharper and more incessant the activity. Leisure may appear to be, but it never is known by the man that lives by his wits. He who cultivates the earth for a living may in some wise regulate his labor according to his need; but he who cultivates men for a living must be ever alert and ready, or he will have no living at all. His time, his health, his principles, his personality must all be flung into the scale to hold it against the weight of competition continually pressing upon the other side. Moreover, the predominant influence of the cities causes an imitation of urban habits and fashions to be infused into the country life—a life which has a character of its own, as unlike the life of the town as it is incapable of being modeled after it. When once the country dweller undertakes to live according to the standard of the town dweller, he had best take himself to town altogether; he is pretty certain to bring up there some time, and may as well do so first as last. Leisure is a luxury peculiar to the country, like pure air and fresh fruits. There is, indeed, a kind of exotic leisure cultivated in cities by a few, but it compares with the native leisure very much as a conservatory compares with an apple orchard or a field of gentians. One is natural, the other forced. Leisure has its true home only in the simplicity and independence of the natural country life.

Some day there will come to this time-begrudging, routine-ridden, always living-in-the-future nation of ours a revival of leisure; but it will not be during the lifetime of the present generation. Until our wonderful estate is sufficiently impoverished to work a diminishment of credit—that "spring board from whence so much of our civilization vaults and turns its somersets"—the fever for sudden riches, for artificial diversions, for luxurious living, and for lavish display will *distemper our* blood as it has done for the *last thirty years.* When all our prairies have been exhausted, all our forests felled, and all our cattle ranches inhabited; when all our railways have been built and all our mines discovered; when there is nothing more left for us to rob—then we must needs begin to recuperate our patrimony, unless we seek a new continent to strip. The nourishing and restoring of an estate begets a different character from that which is begotten by the consuming of it. It develops fortitude in men, throws them perpetually upon their own resources, and forces them to think whether they will or no. It drives them back to the earth, to simplicity and economy, and —leisure, for it is in the nature of man, as of certain of the lower animals, to be impelled by contraries. As long as the bounty of nature invites us to leisure, we despise it; when the poverty of nature appears to deny us leisure, we appreciate it and possess more of it. The perpetual accretion among us of enormous private fortunes is the greatest discourager of leisure. Such magical success, with its accompanying ostentation and extravagance, fires the imaginations of men, and raises the ideal of fortune and of expenditure continually higher and higher, so that we wear ourselves out in getting ready to live.

A generation or two will distribute most of these phenomenal fortunes, as well as introduce the leaven of refinement among those to whom they descend. Nothing so effectually destroys the desire to obtain wealth as the inherited possession of wealth. When a well-to-do family becomes impoverished, its members are less likely to expend themselves wholly in money getting than are those reared in parsimony or in indigence. Education and refinement distract a man's powers from the getting of gain, so often to the ignorant and the unrefined the only resource. They teach men how much there is in the world which cannot be bought, and that too little causes no more unhappiness than too much. Choose whichever you will—the struggle to have or the struggle to do without—there is escape from neither, and both are pain. They are but acute and chronic forms of the

same disease. But the man who strives to do without has this inestimable advantage over the man who strives to have—the gods fight upon his side. If he is defeated, it is always his own fault; and if he wins, nothing can deprive him of his winnings. "He that lives according to reason shall never be poor, and he that governs his life by opinion shall never be rich; nature is limited, but fancy is boundless."—*Alfred H. Peters in The Forum.*

ADDRESSES TO THE ENGINEERS AT DENVER.

Many words of general interest to labor were said to the Engineers the past month, and shows how views on the labor question are broaden.

Supt. Choate, of the Colorado Division, in his address said:

"I feel deeply sensible of the honor you have conferred upon me by asking me to take part in the opening exercises of your convention this year and appreciate more than I can express the kindly terms in which the letter of your local committee was couched asking me to be with you to-day. Your meeting being in Denver and in charge of a local committee so largely represented by men serving with and under me, I feel bound to accept, although delivering an address is not my forte, and you must not expect much from me. You are assembled here for your annual meeting to discuss methods and plans for your own good and advancement, and naturally expect when you ask an officer of a railway company to join with you in your meetings to get from him some expression of the feelings of the officers and stockholders towards your organization. I feel perfectly safe in saying to you that the good will of all is towards you and with you, and that they are always willing to join in anything that is for your good or benefit, provided it is consistent with good management, fair, and for the common interest.

Officers of railways, as a rule are always willing to look into your grievances and to try and right them when presented fairly and with good judgment. Great advancement has been made in the past few years in the methods of railway management and the modern practice tends very much towards an elevation of the standard of its men, and especially is this true of its motive power department.

Now, it strikes me that the most essential requirements of a railway company in its men is their character. Their personal character, the character of their attainments and abilities and the character of their organizations, for organizations have their character to maintain as well as individuals. You have all noticed, I know, how well the engineer gets along whose personal character is good; the man who does not drink or keep bad company, who, when off duty, devotes himself to his household and his family, to an improvement of his mental and social condition by study, or in reading good books that tend to elevate and teach, and who has not the morbid idea that a great many have, that the success of life is to see how little they can do and how much they can get for it.

A man who desires to improve his character by improving his mental and physical condition and ambition, and the man who has ambition and is willing to work is absolutely sure of success and advancement in the end.

I don't think a man who wants to be an engineer and thinks that his aim in life has been accomplished when he is given the fast express to run. I don't like a man who figures out all there is in being an engineer that he must have the best run on the road by being the oldest man in the employ of the company. I like the man who works for the spurs; who says when he goes to work, I will show my master mechanic that my heart is in my work; that I will be careful and carry out the instructions and live up to the rules of the company or my superior officers; that I will show him that I know my machinery, how it is constructed and why it moves; that I will do my work faithfully, all of it, and a little more when it is necessary, and more than all that, I want to catch his eye by deserving promotion, and that my kite of ambition is flying for the top position with the company. Now I know promotion comes slowly and is very tedious waiting for, from personal experience (for I have ambition myself for a place in the front row, where they say there are plenty of vacant seats), but we must all have patience and try hard, and in the end we will get there. MacKay's words is the situation exactly—

"If thou canst plan a noble deed,
And never flag till it succeed,
Though in the strife thy heart should bleed,
Whatever obstacles control,
Thine hour will come—go on true soul!
Thou'lt win the prize, thou'lt reach the goal."

Much in the character of an engineer depends on courage. I do not mean physical courage, but moral courage, wh characterizes the highest order of manhood—the courage to seek and to speak

Sheedy, who, by the way, is a shining light in church, cattle and banking circles.

In October, 1888, it leaked out that the management intended to adopt a sort of bull-dosing system to convince the coolies that the protective system was only to their sole benefit. A y one who would refuse was to be discharged, but the great idea wasn't carried out.

In January, 1889, or thereabouts, Denny began a razzia in or between the box cars and quickly reported to Mr. Fishbaugh any cases of workmen who failed to come up to the $1.75 a day standard, although the small shovels were then in vogue. Finding a lot of laborers sitting idle about the smoky feedroom who had wheeled up their charges, Mr. Dennis, of National Bank fame, asked the foreman what the cause might be. No G. B.'s this time. I was astonished that he didn't send for a set of these controling clocks which suspended to each one of the flux or charge wheelers would have given the exact distance traveled in twelve hours and the amount of ore wheeled. Now it must be said that the feed room and floors are in tolerable good condition. Over this great department presides Jimmy Ryan who, at the same time, takes the tally of the bullion below. Jim cannot be blamed for living up to the old adage: "Whose bread I eat, his song I sing."

In time the Holden smelter will be as good to work in as any if the proposed improvements are carried out. The trouble is the mixing up of cattle and smelting interests, and neither Ties or Denny know much about smelter or smelting.

About September 12th a workman employed about the sampling works had one of his feet badly bruised, and I have not seen him since. The unfortunate is credited with having more mouths to feed besides his own, and as plenty of other people were either hurt or transferred by the slow process without receiving any assistance out of the wide pockets of the corporation, I should be surprised if they make an exception.

Should any one of the crowd from president down to night watchman feel aggrieved of the facts given by "Q." in September, they may console themselves that the truth cannot be dwarfed and crippled at all times. Nothing is more despisable than to reach fame by crawling, position by cringing. Z.

STOUT, Colo., October 21, 1889.

Editor Magazine:

The absence of the usual letter from here in last months issue was the cause of much dissatisfaction among the good citizens of this burg, inasmuch as they delight to see duly chronicled all matters of local interest. Those good people seem to have no pity for "your correspondent"—they make no allowance for she wear and tear of mental effort; and burning with the desire to indulge in the happiness of conning over the Monthly Letter, they urge him to his task as relentlessly as his particular "straw" enforces the due manipulation of his light running rock-barrow. We had some important changes in the official department of the quarries since I wrote you last, which involved promotions and decapitations on a pretty extensive scale. Mr. J. Welch, who has been connected with the Company's quarries at Arkins, since they were opened, has taken the position of Assistant Superintendent, with headquarters at Stout. The promotion of Mr. Welch has given general satisfaction, for in addition to his well-known qualifications as a business man, he has always kept clear of the small meanesses and petty intrigues which rendered many of his predecessors so unsavory in the nostrils of the employes. Mr. John Gray has succeeded to his old position as head foreman at Stout, and although there are many who mantain that the tones of his voice are not as sweet as those of Jenny Lind, and that his mode of address lacks the courtesy of a Chesterfield. He has, nevertheless, a majority of warm admirers who like his blunt ways, and who never fail to remember, that the best and palmiest days of Stout were those in which he had his first administration.

Mr. Henry Sweetman has taken over the duties of timekeeper vice Rossin, who was neatly decapitated on the first of October. Mr. Rossin's departure from among us did not occasion much weeping and wailing, as he was a busy body of the first water, and did not scruple whenever he got the chance to injure as much as he could the interests of the employes.

But as greater events must necessarily overshadow those of minor importance, so the fall of Rossin is completely lost sight of in the presence of a more direful calamity (?) Nemesis had found one more victim, and the notorious J H. Kinney is striken from his high estate. An ordinary time cheque, and an intimation that his services were no longer required. removed from among us a man who had fairly earned for himself the reputation of being the most unpopular foreman in the whole history of Stout. His profound ignorance of quarry work was only equalled by the bitter animosity with which he regarded any organization which had for its object the physical and moral welfare of the working people in general, and Stout quarrymen in particular. During the trouble last March over the paving question, he did all in his power to complicate matters as much as possible, and by exhibiting bogus dispatches he claimed a warrant to clear off the Company's premises, some of the oldest and most industrious hands in their employ. He failed, however, and only succeeded in paving the way for his own downfall. I trust he will not fail to draw a moral from his sad experience of the past month, and would advise him to commit to memory the following significant lines of a truthful old poet:

"Though the mills of God grind slowly.
Yet they grind exceeding small,
Though with patience stands He waiting,
With exactness grinds He all."

Work in the quarries is not particularly rushing just now, and although the number of men employed is much less than usual, they are amply sufficient to fill the orders received. The fact that we are close on to Winter when building

operations are practically suspended, will account in a great measure for our present dullness. The immense steam derrick which for the past couple of years has been the chief attraction of the South Quarry is, I understand, to be moved to the North Quarry in a few days. Bro. Robertshaw who is the presiding genius over its innumerable cranks and levers is delighted with the contemplated change, as he can dispense with Alpine climbing and breath the air of a lower altitude. Bros. P. Gillespie and J. Kinnelly have returned to Stout after a Summer's vacation amidst the beautiful scenery of Arkins. They claim that they are just as much ahead as if they were breaking their hearts working, and are anxious for another such contract.

We had an epidemic of births here lately, which, if it only continues, will spare us the necessity of going to the ice-bound shores of Finland for drillers and dirt wheelers. Mr. P. Butler after five years of weary waiting, has been made happy by the arrival of a boy, who tipped the scale at eleven pounds. Bro. Peterson, who presides so efficiently over the culinary department, is the happy paterfamilias of a winsome daughter, in whose infantile features Bob declares he can already discern the promise of a future Venus. Tom Geary—ever to the fore—counted in his family circle within the past week one more addition to the arms bearing portion of our population—need I add that corks flew, and the beautiful beer flowed—*gratis*.

A word more and I have done. In commencing this letter I stated that the absence of correspondence from here last month was keenly deplored by the Stout citizens. I should have stated with *one* exception. There is an individual here to whom the local wits have given the cognomen of the "Corn Stalk Sailor" He operates in the region of Flunkydom, and in the intervals between flap jack tossing potatoe peeling he developes a decided aversion to the MAGAZINE and its teachings. He rejoices that Stout has no longer a correspondent, and that the deeds of th transgressor shall no more be given to lhe light. I do not wish to be hard on this young man, and with the hope that he may be able to see the error of his ways and attend to his own business. I will conclude with a word of advice—to let the MAGAZINE and its patrons severely alone, and to always remember that though Stout may be deficient in many things it will never lack.

A CORRESPONDENT.

KANSAS CITY, Kans., October 22, 1889.

Editor Magazine:

I have just been reading the two last numbers of your MAGAZINE, and I am delighted with the many good sayings in it, and as my husband is a hammersmith and has worked for different railroad companies, and is a Knight of Labor in the very truest sense, we feel akin to railroad men.

Nevertheless I am different in my views on the drink question. I firmly believe a man ought not to touch, taste or handle liquor in any shape or form, and I *even include tobacco*, then God *would, in his own good time*, elevate to a higher position, regardless of bosses and master mechanics.

My husband does not work for the U. P., and when he quit the C., K. & N. last Spring I said again and again, "Thank God!" and was glad when he went to work for the Keystone Iron Works, where he received his $21 every Monday night through the Summer months.

Oh, yes, I have nothing good to say for railroad companies as far as I, as an individual, am concerned, although my husband is gone south now to work for a railroad company again. All I can say is they have kept him pounding iron continually, and we both in a continual worry how to pay our rent, meat, water and grocery bills every pay day, and I can say that I put myself alongside of the very best economical housewife living, and then not make both ends meet on pay day, and trying dressmaking, then again trying to see how we would come out by keeping boarders until we both would get so discouraged that life seemed unbearable, never with a dime in our pockets, and both of us working like two slaves, and I don't think in five years he missed four months' work, putting all the days together.

Now, if it took my husband's $3 per day, which he received from the C., K. & N., and when working for the B. & M. in Nebraska $3.80 per day for unscreened coal and old shells of houses, which were no better, that we rented, and to pay for groceries and meat, and then not enough meat to keep soul and body together, how do you suppose we managed for clothing and shoe leather for a family of six? Why make over and make over and patch upon patch, wasting time and energy, while dry goods are so cheap.

How much money do you suppose we had left for newspapers reading or magazines? How in heaven's name can a man or woman become elevated in mental or physical culture under such oppression as that? Then talk about your grand railroad system, when many of the poor, pale faced nursing mothers never eat fresh meat from one pay day until another, only bacon, and perhaps not enough of that, while their husbands receive $1.35 or $1.45 a day, and the companies buying up the land all around the country.

Oh, yes, I don't need to quote anybody's experience. My own is sufficient, and it has been dearly bought, and is telling fast on my husband and myself to-day. My sympathy is with the working people. I love a working man or woman, one from the washtub to the one with pick and shovel, from a dining-room girl to a milk maid.

I kept an accurate account this Summer of where every cent of my husband's wages went. At best we could not lay a nickel aside, never having a cent to spend for pleasure, very little used for clothes never a cent to pay church dues and never having to pay doctor's bills only on rare occasions, for we are all healthy, thank God, and yet only coming out even.

And when my husband worked in Omaha three years ago, what then? Why, a man stood no show of getting any more wages or raising any higher. Why just because the old men had their

horses to drive them to their work and their beautiful homes, some helpers worth their millions, so of course they were and are, I suppose, married to the place, while my husband and others stand no show, and I am quite sure it was your company he worked for there, and could not move us there on account of high rents, or else pay $10 per month and live in an alley. That was a little too low down for our blood.

Oh, yes, talk is cheap about capital and labor, but let wives and mothers of mechanics and laboring men and women speak out and see if things would not look a little different. It is a hard matter for me to keep still, knowing that people are in actual want all over the country, and also knowing how the people struggle on monthly pay. I am not the only one that has seen hard times. I have seen more misery in small places than in large cities.

A BLACKSMITH'S WIFE.

NORTH PLATTE, Neb., Oct. 24, 1889.

Editor Magazine:

Rarely has your correspondent been able to report as satisfactory a condition of affairs as exists at present at this point. Everybody seems to be happy and contended, and jubilantly refers to an expectant future. Why the "sweet bye and bye" has such charms for us all. It is not my purpose to state at present, suffice it to say that passenger trains are now running a la B. & M. style, viz: any hour of the day or night, or on a kind of "go as you please" schedule. A freight left the depot the other day and had gone but a few miles west of town, when it took sick and "died." A new horse was brought out, but barely reached the train, when lo! it took sick too, the third horse was then brought from the roundhouse, which managed to canter over the course, the dead horses being towed in by a straggling train from the west.

The track west of here is reported to be in such bad condition that the utmost care is necessary to keep passenger trains from going into the ditch. Too many men on a section is supposed to be the cause of the condition of the track, though your correspondent takes exception of this view of it, and believes the trouble lays in the high wages paid to this class, viz.: $1.50 per day, enough in itself to ditch any train.

The new engines, twelve to eighteen months old, are fast goihg to pieces, while the engines built here five yeare ago, are in good condition, but they are not numerous enough to do all the work, hence our hilarity. How we are praying for a couple of weeks snow and hard weather.

The main topic discussed among us though is the proposed 15 per cent. increase in wages. As you are aware the wages here for some time back have been much lower than in Omaha or Denver, and as we are not here for any charitable or sentimental purpose, but for the interest and welfare of ourselves, this 15 per cent. increase has been neglected too long, hence the prospect of its early attainment makes us feel good.

We are also happy over the news that our delegate to the District Convention brings back to us. *Things seem to be going* our way all round, and *if we could only instill* a little life and vigor into *poor decrepit old* Omaha, the measure of our *bliss would be full* to overflowing. SELAH.

NORTH PLATTE, Neb., Oct. 24, 1889.

Editor Magazine:

What do I think of Denver? I hardly know. This is a lightning age. Events occur almost as quick as thought. I have pictured a compact little city and found a great Metropolitan centre. The great cities of the east cannot boast of as fine buildings or anything like the number in proportion to population. Its present is one of the miracles of this end of the nineteenth century—its future simply beyond human conception. It promises to be a great commercial centre, backed by manufacturing interests which must some day rival the greatest on earth. Above all it seemed to a "Labor Crank" to have the choicest mental soil in which to plant the fresh seeds of our "Labor Movements" philosophy. A people, the most progressive, gathered from all the States of the Union and from other countries, compelled by contract with each other to abandon the traditions and prejudices of the old settled communities left behind, must produce as a mass something new, and advanced in the way of civilization. It was a real pleasure to an isolated crank to notice how broad and comprehen, sive were the foundations of labor organization as planned and planted by Denver's Pioneer Knights, and the comprehensive grip they have upon the philosophy of the movement excites nothing short of wonder. To hear it from the bar and pulpit as well as from the work shops gives promise of a future for the cause of labor in Denver and Colorado, such as to fulfill the wildest dreams of enthusiasts. The commonwealth is compact, as goes Denver so goes Arapahoe County—as the County goes, so goes the State. The Australian ballot, federation of labors forces, the elimination of vested wrongs, the establishment of fundamental justice and common honesty, and I can see no reason why Bellamy's dream shall not be considered, in the ratrospect as containing the crude outlines of what Denver has become.

The eyes of all railroad men are while I write turned anxiously toward Denver, hoping and praying for federation, that first grand stride after organization, toward the final solution of that problem which involves all problems concerning the material welfare of man.

Yours in haste. T. F. G.

RESOLUTIONS.

WHEREAS, The daily papers of Cheyenne have for the past six months been making superhuman efforts to create a boom by stating mechanics and laborers could find work in this city, when in fact there are old residents of this place who are unable to find steady employment.

Therefore be it resolved, by R. M. A., in regular session convened, that we deem it our duty as Knights of Labor and working man to make known to our fellow-workingmen that there are plenty of men in Cheyenne to do the work that is to be done for the present, and be it further

Resolved, That this preamble and resolutions be published in the U. P. Employes MAGAZINE, and the *Journal of United Labor*.

H. T. GOODWIN,
WM. VALENTINE,
P. KEELAN, } Committee.

UNION PACIFIC EMPLOYES' MAGAZINE.

VOL. IV. DECEMBER, 1889. No. 11.

THE REVULSION OF PUBLIC OPINION.

All questions effecting either directly or indirectly the people must be tried at the bar of public opinion; righted by the will of the people. Wrongs under which an individual or class suffers, if the result of conditions created under the sanction of laws made by a people or customs generally practiced must be brought into popular controversy if there is even a shadow of a chance for improvement. By it also the real and imaginary wrongs are separated. Truth and right can only be aided by it.

When the decision of public opinion is, that a wrong exists it stamps upon it the degree and carries with it the power that finds a means for remedy; violent at times but only to the extent that the decision gives it or the resistance offered. Appeals to that court must be constant if progress is to be expected. It has a large jury which must be thoroughly impressed with the importance of the question advanced and familiarized enough with it to know where remedies can be applied.

The court is ever in session and must ever be kept in session if the human race makes any progress. The iniquities of chattel slavery was echoed and re-echoed before that court until the weight of opin on was against it and the abolition of it followed. Likewise Republican forms of government have been created and liberty of conscience extended, and every forward step of humanity marks a decision from that court. The voice of the people suppressed, human affairs have come to a stand-still, then retrograded. The history of the world is but a history of these movements. It has always been a form of the labor question. Every improvement records only a lightening of the yoke on the toiling lowly of the race.

The advent of Christianity, Magna Charta, the American Independence, the French Revolution, and the abolition of chattel slavery were all labor movements and antecedent events had prepared a common condition of thought that made them possible. The race owes more to those who sowed the seed and cultivated the ground, generally under the most distressing circumstances, than those who completed the harvest. The former suffered greater and made greater personal sacrifice, and with no hope of ever enjoying the hoped-for results and rarely honored for it. They were agitators and the term, even in the present light of the afternoon of the nineteenth century as generally accepted, means anything but honorable. But by them men's opinions are changed. They disregard the adage "Where ignorance is bliss, it is folly to be wise." A pig in a wallow may be in hogship bliss

and it would be folly to attempt to change. Humanity must not thus be classed. The possible attainments of humanity cannot be estimated; the race has risen from living surroundings worse than the living surroundings of the average American porker, and would still remain there if the necessary ignorance remained.

The race probably subjected the one who first proposed the use of fire in the preparation of food to many indignities for proposing what might prove a menace to long established customs,—traits still found in their descendants. However, long established customs do change, for men's opinions change and revolt against them, though established for centuries. What causes the change is what must be thanked. The present century will leave a record of opinions changed greater than ten centuries previous, the last half greater many times than the first half.

Men must be judged in a great measure by what they say. When was there a time when as much was being said regarding the conditions of the lowly of the race, and of the needs and methods of improvements, and from sources heretofore silent on that side?

A revulsion of public opinion is taking place; the cause is the constant agitation. The elevation of the race is demanded, not a particular caste, breed or color, and a breaking down of barriers to advancement builded centuries ago by our barbaric ancestors and still reverenced by their descendants, because of superstition and ignorance. There is a revulsion against the fixture of station in life. The inconsistencies of the existence of abundance and luxurious ease on one hand, squallor, starvation and a hopelessness of anything but incessant toil or *starvation on the* other, is being *seen. The rights of labor* are being admitted. The weight of those who have had the advantages of a higher education, which have generally been against the recognition of such rights is changing to its side, true, very conservatively and cautiously, but in the right direction.

The popular literary and scientific periodicals of the day, devote the major part of their space to the discussions of questions bearing directly or indirectly on the rights of labor. It indicates that there is a demand for such. The immense sale of Edward Bellamy's "Looking Backward" would not be true if it appeared a few years earlier; an appetite has been created in the popular mind for something of the kind.

The themes of the pulpit are more of humanity and less of angels, because there is a demand for it.

Cardinal Gibbon has just published a book in which he uses this language. "Labor has its sacred rights as well as its dignity. Paramount among the rights of the laboring classes is their privilege to organize or form themselves into societies for their mutual protection or benefit."

No new truth is announced, but it comes from a source that gives it weight. He evidently believes the age demands it.

A report of a congressional investigating committee has been given to congress of the wrongs of labor, of tyranny on American soil, existing in sight of the birthplace of American liberty, that should make the blood boil in the veins of every true citizen. That report should be in the hands of every citizen. It is as revolutionary as that famous document that was given to the world July 4th, 1776.

"Knowledge is power." It changes opinions; let every opportunity be given for its spread. It

has taken a long time to gain the popular admission that laborers had the right to organize. Some had to organize at first in spite of popular opinion; some organize now because of it. The first, because of knowledge, the second, because of ignorance, and no power is gained from such.

The admission that laborers have the right to organize is an admission that they have reasons for so doing. By it they gain power; if they have the right to gain that power they have also the right to use it, and it can be made almost absolute, for the righting of every wrong that they were compelled to organize for, the breaking down of every barrier to the exercise of their rights as sovereign human beings. The only limit they need recognize in using their power is the full extent of their rights, which means the repudiation of many acts of predecessors who vested their rights with some individuals and classes, or rather they can assume those rights that their predecessors through ignorance gave away or allowed to be taken from them at a time when popular opinion was on that side. One has the right to take what belongs to him wherever he may find it. What one may do many can do also.

Every question effecting the human family should be exposed to the light of popular discussion, be they real or imaginary. Carry the power—knowledge—to all; let none wallow in filth or poverty or as human canines, and imagine themselves in bliss because of ignorance. It may be claimed as charity to them personally to let them rest, but the future of the human race demands a different course. Because of their conditions others gain a power by which they drag others down. A sovereign human being made the slave of another. Awaken the slave to a sense of his condition and you set reform in motion. By keeping it up changes will take place until man to man must be just.

CHARACTER OF WORKMEN.

The employment of men who are not or are not likely to become members of organizations of workingmen in preference to their opposites in character, that some foremen and master-mechanics are so earnestly giving their attention is certainly not injuring organizations, nor is it gathering together a better class of workmen or increasing the output of shops, or causing better results in train service.

It may for a time give such foreman, master-mechanic or superintendent a little better chance to exercise their own sweet will, but their sweet will is generally a very expensive luxury to the company, who also find that it rather increases than diminishes the amount of trouble they have.

A master-mechanic may say that the tyranny of labor organizations is what I have to submit to, but the tyranny of the organization, with the larger number from which its acts must come, any one of whom is as intelligent as the complainant, cannot be compared with the tyranny of the one head enlarged under the magnifying influence of the position it occupies. A class of tyranny that has compelled the larger number to say, after long endurance and cool, careful consideration, we will not longer submit to.

The master-mechanic or any one employing or in charge of men, who continually favors the drunken, brutal, wife-beating workmen, because he is not a member of a labor organization, or is not likely to be, in preference to his opposite in character, when a question of employment or dis-

charge arises, lays himself open to charges of dishonesty of purpose, contemptible in the extreme, so open that it is difficult to see how any fair-minded man can put any different construction on his acts or offer any reason as an excuse expecting sensible men to accept it as honest or right, the word of such will stand impeached before all reasoning men.

A drunken, shiftless man may be effectively cautioned when employed, not to join certain labor organizations, for they will not be allowed by such organizations to pollute them with their presence, at least not until the better influence of organized men and the influence of the libraries and reading rooms established by them has caused a reformation in their character.

A man of character will pay no attention to such cautions more than to regard the giver with a feeling of scorn for thus exposing his contemptible tyrannious disposition. The object of such cautions is evidently not for the interests of the service they have charge of or are engaged in, but for a personal one that will not stand investigation for one moment. An undesirable investment may be palmed off on such, or a loan of money procured from them after they have been employed long to get it, or such are not liable to complain against the treatment, or expose matters that are acting as injury to employer or employe, or both, but the service is not improved, nor is it by getting rid of, or attempting to, or expressing a desire to, men of character and recognized ability, already in the service, because they will not submit nor see others unquestioned, to unjust acts arising from the workings of the sweet will of the tyranniously aggrieved, but would be tyrant.

It is a commonly recognized fact that men who strive to make themselves more intelligent, more proficient in the work they are engaged in, to improve their living surroundings, educate their family, that are sober, industrious, and reasonable in all things, are the best and most economical men to employ, a desirable class to secure, even though they receive a higher per diem wage. It is also a fact, not so often admitted by some, but easily proven, that where the largest number of such are gathered there will be found the largest number in organization, and that where the employer's interests are looked after by himself or honestly by a representative, such a condition is encouraged. It is only where such interests are represented by those who have a personal interest in view, to favor which they would wantonly waste the valuables, time, money and material in their charge because it costs them nothing.

Labor organizations can stand the hostilities of such men without alarm, they are on the side that will stand the test of time and the scrutiny of the closest investigator. Still, to increase the welfare of all, such men should be opposed —their acts exposed.

THAT "SUPREME" AGAIN.

Our esteemed contemporary, the *Frog*, published at Denver, in its issue of November 15, comments on our criticism of the Federation of the "Supreme" in an amusing if not instructive manner.

Its frogship says "The UNION PACIFIC EMPLOYES MAGAZINE for November gives the Supreme Council of Railroad Employes a little over a page and gives it to them hard." It then quotes the first four paragraphs of what we said, avoiding giving its readers what followed, which showed why the "Supreme" should

have it given them hard, and goes on to say:

The Federation agreed upon by the B. of L. E. in Denver last month, includes only what is termed train and engine men, namely the B. of L. E., B. of L. F., B. of R. C., B. of R. B. and the Switchmen's Union. This practically shuts out the Knights of Labor, whose members are largely shop men and common laborers. While we are more than pleased to see the engineers falling into the great procession that is marching to sure success under the banner of Federation, yet we regret that the adoption of a federation of train and engine men should bring out such an editorial in the official organ of the K. of L. as the one from which we copy. The editor of the MAGAZINE directs his remarks to the "Supreme Council," organized in Chicago with which the engineers had nothing to do, but it is likely that the action taken by the engineers at their last convention was the straw that cracked the spine.

Cold blooded and *frog* like it *jumps* to a conclusion. If it had given the subject any thought it would have known that the action of the engineers could not have had any influence on what was said by us last month, for it was written and standing in cold type long before the engineers had taken any definite action and was being read by the thousands of readers of the MAGAZINE when the engineers were taking the vote, and why should their action have any influence, on our condemning a move that they had nothing to do with, and which is calculated to make federation ineffective or prevent it among the rank and file. Besides we knew that the engineers committee on federation had prepared a report that was all the strongest advocates of real federation could ask and that it left no place for the "Supreme to come in. It was for federation of all railroad employes, including "common laborers", and that from every indication it was likely to be adopted by more than a two-thirds majority, and would have been if it was not for the railroad official contingent that were allowed to vote on legislation for the rank and file; besides, federation can, will and has gone on whether the engineers join or not, and the Knights of Labor, those "Shopmen and common Laborers" have not been shut out nor are they likely to be so long as they represent more railroad employes on a system than the combined membership of all other organizations.

Most train men and engine men were once common laborers and to their credit; and enginemen and trainmen know well that many of their number return to common labor; that it takes only a few months at most to go up the grade and only a few days when there is a demand created by any action on their part, and they know as well that they come down the grade sometimes in a few days, often in a few moments, and against adversary events their intelligence calls for a defense and it is a libel on their intelligence if it is expected of them to find it in anything of the "Supreme" kind.

The editor of the MAGAZINE does know that the engineers had nothing to do with the "Supreme" movement, and he knows also that the real firemen, brakemen and switchmen had nothing to do with it, which he considers evidence of the intelligence found in the rank and file of railroad employes.

We are also pleased to find the engineers falling into the procession, but no more pleased than to see those who shovel coal, wipe the engine or spike down *frogs*. There is no elite to be looked up to among railroad men except those who are sober, industrious and intelligent enough to stand up for what is their rights.

The editor of the MAGAZINE is well acquainted with the work that has been necessary to get

"the possession" marching "under the banner of federation", of the cold reception that the first circular letter received that was ever sent out to the various organizations of railroad men of North America, dated June 5, 1885, for it was mailed from his office. It asked for an expression for or against the adoption of a plan of federation and he has now on file in his office those that were returned with an opinion expressed thereon. What a change has come about in four years! He knows well how bitterly, though undoubtedly honestly, some of the same men that were "Supreme" for federation at Chicago, opposed the idea of federation than as late as 1886, and he knows too that that circular letter was first proposed by that organization composed principally of "shopmen and common laborers", who also paid for its circulation. This same organization called the first convention ever held to discuss federation and which met in Denver in January, 1886, at which one division of engineers, one lodge of brakemen and two lodges of firemen were represented, besides forty assemblies of those "common" railroad "laborers", and which convention first unfurled to the world the banner of federation and first announced it in Volume 1, Number 1, of the UNION PACIFIC EMPLOYES MAGAZINE, which banner it has ever since fought for, now, nearly four years. But that banner was for all railroad employes to gather under, for all their interests are identical, whether they be engineers, firemen, brakemen, shopmen or *frog* spikers, the necessity of which was shown in our comments on the "supreme", but which the *Frog* does not find occasion to refer to.

The *Frog* says: "We have always been in favor of federation." *Always?* "Just how much and how far federation should reach can only be determined by the men who have given the matter their attention for years." This is certain and more, they will have the backing of those large bodies of railroad employes who have been suffering because there was no federation in *their locality*, but those men on the "supreme" will not determine it when they send out decisions that these poor suffering beings cannot have any federation in their locality for it was all corralled in Chicago June last.

It is for the suffering class that the MAGAZINE is going to keep its banner floating, and will attack everything in sight that is proven as intended to keep them back, and be warm-blooded about it too.

SECTION BOARDING HOUSES.

Our contributor 'See' this month touches upon a question that deserves all the attention that is possible. It is the wholesale robbery allowed by a system of section boarding houses that stands on a par with the infamous "Pluck-me-store" systems, that have received such just condemnation, and called out legislative action against them. A system through which a condition exists, that no railroad corporation would allow to remain one moment if the public could be made properly acquainted with it, for it is not one penny in the corporation's coffers, and, as is shown by the statements of our contributor, which we know to be facts, and in many places outside of his observation, is made a loss to them.

"See" comes down too low on the source when he says that he does not believe roadmasters are acquainted with the facts, for they are, at least many of them and all could be if they wish to examine into it, but they profit by it; facts in evidence have been published in the MAGAZINE heretofore.

Our contributor asks, "Is it slavery, or is it robbery?" It is both, and worse yet, practiced on a class that are, from force of circumstances, not caused by them entirely, made almost helpless. A class that the country is scoured to find.

Some say, why don't the men complain. Some do, but who listens to them or believe them? Is it the ones that have the power to right it? Why do they stand it? Why does the one stricken with the fever suffer with it? They are obliged to and from humanity's standpoint those in better health must assist them.

A remedy may not be readily applied but much relief can be. The corporation is entirely responsible for much of it, let them issue an order abolishing boarding in every section house along the line within one mile of any town. It would put a stop to much of it, and would give them more steady, reliable men. It would stop it in the West Denver yard, where good clean, respectable places can be found on all sides for men to eat and sleep in, for whom the section foreman now furnishes miserable hovels—the section house not accommodating all that he wishes to feed—but which he furnishes for men that wish to board with him. "Wish to", as if human nature would not assert itself if there was not some pressure applied to them—the need of work.

As long as a corporation will allow an opportunity for such robbery it will be committed. Similar conditions are reported from Pocatello, Idaho, though there the herding has not the excuse of being in a company house.

It may be said that sympathy is wasted, perhaps, on the individual, but no, when the welfare of the race is considered, the most downtrodden must be raised if the general level is raised and the conditions surrounding such must be so improved that it is possible.

The excuse has been offered for the herding of section men, that it is necessary to have them handy to be called out to work on wrecks, washouts, etc., but such excuse is worse than none; it shows the "do what we have the power" disposition. Nothing of the kind is advanced or allowed when engine and train men or shop employes are considered, and there would not be with section men if the opportunity and dollars was not considered.

We have a number of affidavits from men bearing on this subject, from men who are or have been employed on the section, which we intend to publish as soon as a sufficient number is obtained and so that one or two divisions will not be honored with the most attention. They are coming in fast, and more are solicited. It is for the interest of the division officials to know these things as well as stockholders and the public. Many fear the vengeance of those who have a chance to give it, if they bear witness on such matters, and with good reason witnessed in examples seen. It is the same conditions that the Congressional Committee on the Reading Strike found, and stated in their report. This may be overcome in time.

THE General Assembly in session at Atlanta expressed the growth of opinion on the land question by changing the fourth section of the declaration of principles of the order to read:

The land, including all natural sources of wealth, is the heritage of the people, and should not be subjected to speculative traffic. Occupancy and use should be the only title to the possession of land. The taxes upon land should be levied upon its full value for use, exclusive of improvements,

and should be sufficient to take for the community all unearned increment.

Henry George in referring to the action taken says:

To the influence of the General Master Workman, backed by that of the many single tax men who have remained in the order, this action is due. He has now, *and it may be as soon as he prudently could*, put himself in a position which properly belongs to him, and made himself a power for good. He has brought the great order, which he heads out of the jungle in which it has been entangled into the straight road that leads to victory."

Would Henry George done so well if he had been in his place, would the order under him have gone ahead? George evidently recognizes that Powderly has acted wisely, but it was only a short time ago when George attacked Powderly for his "lack of courage" and "half-heartedness." We said then that George might lecture, but he could not lead men, and that his knowledge of human nature, and the causes and effects that are at work among the working classes was very little. Let George keep on teaching men, but leave leading alone, and never attempt to say that anyone, working for the uplifting of the masses is half-hearted, because he does not go at it as he wishes. If the advice of George had been followed, the Atlanta session would not have recorded the advance it has.

THE agitation of the electoral reform is bringing results, and there is no one move that can be given attention to better advantage by the labor organizations than it. With the Australian system political action can be taken and without the dangers under the present *system*. Party lines will in a *great* measure be destroyed. New York has passed it twice, but is unfortunate enough to have a blank for a governor who sets aside the will of the people, but such things as he do not always stay governors, or get there often. Agitation of the question will bring every state in line by 1892, and with the people prepared to take advantage of it. Without it the masses need never expect to see themselves do the legislating. Some workingmen will miss the ten or more dollars paid them election day for holding tickets and bearing the decoration of a political party, for there will be no need of their presence; still what is paid them there will be found got quite as easy and equally by all, though all gaining more of the share of what rightfully belongs to them. That amount is not paid on election day, and a tenth of it on other days without some reason, nor without expecting to get it out of them again in some way.

THE accident on the Rock Island at Chicago, a few weeks ago, which caused the death of eight persons, and all because of a drunken engineer, the son of the master mechanic of the road, was in charge of the locomotive, forcibly demonstrates why none but men who are positively know to be sober at all times, should be allowed to run a locomotive, or take any part in the handling of trains. Master-mechanic Twombly took the responsibility of re-instating his son many times when discharged for drunkenness, only to bring trouble and disgrace on himself in the end. There are plenty of sober men that can be found for such responsible positions, and should always have them.

THE security for all is a free press.—Jefferson.

OVERTIME AN INJURY TO ALL.

To enjoy this world I humbly maintain that man must discover and obey the natural laws and adapt his conduct to them. The reason why vice and misery do not diminish is that the natural laws are rarely considered as having any relation to human conduct.

Agriculture, manufacture and commerce are adapted to man's nature, but they are not the ends of human existence. The great principle is that labor must be moderate in both severity and duration in order that one may enjoy and not be oppressed by it. Moderate exertion is pleasure, and it is only labor carried to excess which has given rise to the opinion that retirement from active industry is the goal of happiness.

Some will claim that ten, twelve and fifteen hours a day of labor is not oppressive, and in proof of this they will point to those who are ever anxious to put in twelve and fifteen hours when they receive extra pay for all over ten hours, but this is only regarding man as a working animal.

I contend that after more than eight hours of muscular exertion a day, continued for six days in the week, the workingman is not in a fit condition for the active exercise of his moral and intellectual faculties, which alone constitutes man a rational being. By too much muscular exertion the brain and nervous system is deadened. It will not require a very close observation to note this fact among those who follow this practice of working overtime any great length of time.

If we should by some possible means be successful in persuading them of the necessity of attaching themselves to organized labor, and be successful in obtaining their admission fees, along with a few months' dues, but just about the time you think you have inspired them with sufficient principle to understand that there *must* be a limit to the hours of labor, and that to dedicate a portion of time daily to the exercise of the mental faculties is necessary that they may be regarded as something besides mere *working animals*, their greedy and selfish nature, that through the gratification of the lower propensities, have overbalanced their superior mental faculties and drag them, like newly converted backsliders, into their old habits.

They are not only doing themselves an injury, but so far as I am concerned, if this was the limit, they might get in on all fours and occupy the whole trough. The injury does not rest here. Think of the number of their fellow beings they keep out of employ, and by the law of inheritance think of the future of our increased population, consisting of a proportional increase of such wage slaves, and then imagine the increased number of tramps they will produce.

The evils of life must necessarily be their punishment. Will it not become necessary that the great body of intelligent men in any State who see clearly that this course pursued by these ill informed which will be the source of continual suffering in course of time, even to the evil doers themselves, should be stopped by legislative enactments? Nature has so constituted the world that man may execute all necessary business and still have time to spare for the cultivation of his rational faculties. Any law calculated to facilitate this is in accordance with nature's laws, and if enacted and enforced would prove beneficial and successful.

Those who will continue the practice of working overtime are forging the chains that will eventually enslave future generations.

If it were possible to ever get them into the lodge or lecture room you could perhaps get them to discuss the fight between Sullivan and Kilrain, but any other subject, like political economy, the finance, land, or wage and labor questions, they will tell you they are too deep for them. That there are exceptions I will admit, but they are not the rule.

It is to our individed interest, if we wish to sail our ship on the troubled sea of the future, to fully qualify ourselves for the duty of sailing it safely. If we disregard the necessity of fitting ourselves for this and habitually disregard the first laws of nature, we will surely suffer the penalty of being wrecked.

In the Ship of State at least the crew and passengers have the appointing of the captains. We stand in the same relation to the captain that a congregation does to a minister. The more intelligence in the congregation the more apt they are in engaging the service of the leading shining lights of the day; the more ignorant they are the less light they require. Until we learn to know the wants of the passengers and crew the suspension of judgment in our selections would be the only rational method for us to adopt, otherwise we can only be used to advance the selfish interests of others, and eventually become mental and physical serfs.

There is certainly incentive enough in this to enlist our gravest attention. Millions are being trained to manufacture that are unfit for any other occupation. In consequence of the rapid increase of our numbers and of the vast improvements in machinery, the supply of labor is outstripping the demand for it, and wages are falling ruinously low. Much of the machinery of modern invention may be managed by children.

The parent who by his own labor of ten to twelve hours a day with the low wages finds it insufficient, adds to this the income of each child he can send to the factory that a moderate existence may be eked out, and thereby reduces both himself and his children to a hopeless condition of incessant toil.

In view all this is it not time that all combine to so shorten the hours of labor that all may find employment, so that by the law of nature the pendulum that swings from one extreme to the other will gradually diminish its radius and finally rest, pointing toward the eight hours as a legal day's work.

H. BREITENSTEIN.

"If there is one thing more than another in which workingmen are interested, it is in preserving Sunday as a day of rest. There may be an honest difference of opinion as to how Sunday should be observed, but there should be no difference as to the question of preserving it as a *day of rest.* In some parts of Europe *men work about* the same Sunday as any *other day,* but that is not likely ever to *be the rule here.*"

THE SUCCESSFUL BOSS.

The railway employe can never hope to engage in the business of railroading on his own account. In truth there are but few crafts to-day wherein the journeyman can ever hope to become his own employer. It is therefore well for the railway employe to consider the end of his ambition.

The men who operate a railway from the president down to the section hand, are employes—they serve for salaries and the most successful man is commonly measured by the relative position he holds. The common ambition therefore, of the average employe superficially considered would seem to be to secure positions of superintendence ranging from the petty boss upward.

To become a section boss certain qualifications are required by the corporation. The first and prime qualification is the ability of getting more labor performed for less money than other men. As to the means employed to accomplish this result the corporation cares nothing. It is always results that determine.

Now, every reader of this paper in the employ of this road knows something of the unjust, contemptible and mean oppressions employed by the bosses to gain favor with other and more important bosses. At this time the pressure is continually felt at every point on the system where labor is employed.

To become a boss of any degree a man must, if he hopes to continue in favor with the corporation, consider every man working under his direction as a proper victim to be sacrificed upon the altar of devotion to the company's interests.

He soon learns that the corporation never inquires as to whether a thing is just and right, but "is it for the interest of the company and can it be done?"

The successful boss must have the instincts of a blood-hound: he must grow callous to human misery and suffering, he must be ready at all times to take advantage of men's necessities. His advancement always depends on his ability to so manage that more will be done at less cost and he will soon learn that no questions will be asked as to the means employed.

As these qualities are developed and displayed he is advanced until finally he may become the manager of a great railway system, while the world looks on admiring the career of a successful man.

Such a mind can hardly be engaged in the solution of problems tending to elevate and benefit humanity; yet such a mind must be actively employed and in such a way that it can be gravely questioned whether the man is not morally and mentally poorer than when he worked at the bench.

The great railway manager dies: he leaves behind him all that he has been physically and intellectually—what can he take into another world? It may be suspected, the withered and defaced germ of a soul so small that heaven's most powerful microscope will be required for an interview.

Is such a career worthy the highest ambition of the railway employe of to-day? The struggle of labor is not for opportunities to materially prosper at the expense of fellow men—it is for equal opportunity to all men to develop the powers given them by nature morally and intellectually. The first step in the struggle is to gain more leisure. The struggle of the boss is to abridge the leisure of to-day, and so it will be found to the end of the programme. The conflict is becoming more and more an intellectual one and all the leisure consistent with the work of the world is demanded by the student toilers to prepare themselves and humanity for the great fundamental changes which must be made to insure the perpetuity of civilization. The labor reformer will not aspire to be a boss of to-day but he will work and agitate unceasingly to bring about such fundamental changes that the boss of to-day will be but a grisly reminiscence of the "competitive age." *

Three aldermen and three detectives in Pittsburg have been given terms ranging from six months to three years in the penitentiary, for conspiracy to accept *bribes from liquor* dealers who wished to *evade the law.*

IS IT SLAVERY,

Or is it robbery? Will a great corporation like the U. P. R'y Co. issue and carry out an order which will make a mean groveling slave of part of employes? or is it the outcome of the early days of this road for protection. Is it the order of some roadmaster who is in company or hand in hand with the section foreman, or what or where does this spring from? That on a great many of the sections no man can have work unless he boards at the section house, pays a stated price per week—when he could board at home with his family at less price, and get it in better shape, better kind, far cleaner, sleep in a much cleaner bed, with less bed bug and gray backs to disturb his slumbers. Most of the stations are large enough so that board can be had at places other than the section house. Then the company hires a man at the rate of $1.25 or $1.35 per day for his work, why should they say you shall pay your foreman out of your $7.50 or $8.10 per week $4 of your wages for board, or you cannot have work on the section. I cannot believe that this great railroad company or its officers are such "small potatoes," and yet it is being done. I asked a certain foreman if that was the rule; he said "yes, would you like to see the order?" Now, for the good of the company, a section man who has a family to provide for and will go to work for the company at $1.25 and $1.35 per day, if he can board at home is a better man for them to have, for he feels he must look to help his family, than a single man who is free to go when he likes, and cares little for the job because when he is through a month with $10 or $15 in his pocket, he can go and will get no less wages in any place he chooses to go.

Now the idea that because I want this big paying job on a section, I must pay the foreman 60 cents a day for the kind of board he will give comes to very near slavery; if not then it is robbery, for by actual experiment of over 7 months test, the food they furnish does not cost 30c per day to the individual. Now, if he

has 6 men the food would not cost for them over $1.80, but allow a margin, say $2.00 for the cooking, and the privilege of eating off a bare, wooden table or a greasy oilcloth.

Now take this same 30 cents for food if he was at his own home: his wife has to cook her own and her children's food, and there would be a saving to him of at least 30 cts. per day on his wages. 50 per cent. is a very good profit to a man who gets only $32.50 and pays $18 per month for board, thus leaving him only $14.50 for the support of his family, rent, firewood and clothes, when he could be at home and have for this purpose saved $22.50.

Now, these section foremen get $60 per month. Add the profit off 6 men, and it brings their wages up to $108. Then they have no rent to pay, no wood to buy, no coal to buy—they pay nothing for cutting their wood—all this is paid for by the R. R. Co. for the foreman. For I have seen within the last month a whole gang of 6 section men put on a pile of old ties at 7. a. m. and chop wood until a train was seen coming from either way, when they picked their tools and went to fixing joints or the headblock at switch until trains had passed; then back to the wood pile, and this kept up until time to quit. Did not the company pay $8.10 for the 6 men and $2 for the section foreman, making $10.10 for cutting wood. There are quite a number of these "Larry O'Sullivan" foremen, whose wife sings "He makes the section men for to go and chop the wood—shure, and be jabers if any of them growl, he's the man who'll give them their toime; so Jerry go ile the car.

Now, at this very place there are two gangs of men working east and west, one foreman runs the section house, the other is single and boards there. They were both short of men last summer, each wanting 2 men. A young married man living only about 500 feet from the section house wanted a job and got it with the single foreman. After working one day he was told that he was not wanted unless he would board at the section house.

In the same place were also two other places to board, and get better board and better beds at the same, $4.

Another case here, a man with a wife and two children, got work with one of them and he could have it so long as he boarded with this section foreman, but if he went to his home, about 1,000 feet from the section house to board he must quit, and did.

Now, I say if this is a rule it is time it was countermanded, and if not it is time these "Larry O'Sullivans" were hanged on a telegraph pole. And these same Larrys have said, "Oh, I've been on the road too long for the road master to catch me, when the men cut the wood."

I have not written this to strike a blow at any section foreman's job, but I have written it to show the slavery that is put on a certain class of men on this road, and which I do not believe Sup't or roadmaster would sanction. SEE.

THE COMPULSORY HOSPITAL ASSESSMENT

The hospital question is now before you and what have you to say? Are you going to humbly submit to such gross injustice? Will you lie sublimely on your backs and hug the delusive phantom of hope until a gigantic corporation has bound you hand and foot, and listen to the song of that siren until she has transformed you into beasts? Brothers, I beseech you let us not deceive ourselves. The hospital is not created for your benefit, as our employers would make you believe. It is a system of unwarranted robbery of every free-born American citizen. A system against which every man in the employment of the U. P. should arise and exclaim. You have gone beyond the constitution of our government and we are slaves no longer. We are all capable of taking care of ourselves without your interferance in the medical department. The wages we receive for our labor is *ours;* to which *no* man or set of men upon God's green earth has any claim upon whatever, and we propose to spend it as our own judgment sees best, without the advice of any one at all. The days of chattel slavery have passed away and

the freedom guaranteed to us by the blood of a million of our bravest men, whose remains to-day are in unknown graves and no epitaph inscribed upon their grave stones. The piteous cries of the widows and orphans still reverberate in our ears, and the absence of the loved ones are still fresh in our memories. The billions of dollars spent in that long and bitter struggle for freedom is still a burden upon the tax payers of the country, and while paying taxes as free men we will not submit to such a degrading mark of slavery as the one proscribed by the U. P. The founders of this grand republic maintained that every man was endowed with inalienable privileges among them, being life, liberty and the pursuit of happiness. Then ask yourselves what is liberty? Webster says it is freedom, permission, immunity. That being the correct definition to liberty, what liberty are you guaranteed under the hospital system? None whatever, you must consent to first pay the assessment; second, you must doctor with whatever quack the company may see fit to employ, no matter whether he gives pulverized sugar, flour, or rough on rats, it is all the same; you must bow to the dictates of these Lords over us. You are his abject slave and must do his bidding. You are not asked whether you are in favor of the hospital system or not, you will be compelled to help support it at all events; not that alone but you are supposed to erect a fine building at your own expense to which you have no claim whatever; no matter how many assessments you have paid, the building is the property of your employer. You cannot so much as lay claim to the day light that shines through the windows after you leave the company's employ. Is it equitable and just after a man has produced an article that he should have no claim upon said production? Will you allow the same condition of affairs to gain a foothold in the West as is now in vogue upon the Reading System in Pa., allow this forty cents assessment to *pass unnoticed* and it will soon be one *dollar. When your* employers see you are willing to accept every thing, they will then think of something else. Ere long you will be told how much will constitute your meal, the quality and quantity of the clothes to be worn by yourself and family, how many hours you shall sleep and at what time you shall retire at night and arise in the morning, and, as has been attempted upon some branches of the U. P. you will be given a number in the shape of a brass check, and will be known by number instead of name, just as the sheep or cattle man puts his monogram upon the ones he says are his. Men of this grand and glorious republic! are you going to submit to this degrading and appalling mark of slavery? Will you allow your rights to be trampled in the dust? Are you willing to accept a brand that is to be handed down to unborn generations yet to come? Are you as men going to sell the birthright of yourselves, your children, and your children's children, and become a Benedict Arnold to the cause of human rights and liberties? If you do I say your case is a hopeless one and our boasted freedom will soon vanish from our view and our names will be consigned to oblivion, and we will receive a curse instead of a blessing from those we have betrayed. My last appeal to you is to be firm and stand united; for, "United we stand, divided we fall." Then let us take up the fight at once and show the world that we are free, and swear by everything that is honorable and just that we will maintain our liberty at all hazards, and let the watch word be onward and upward. V. E.

OREGON DIVISION, Nov. 20, 1889.

The French government has taken possession of the telephone service in France, the result being that the rates are about half what they formerly were.

There is not a crowned head in either of the American continents. Cuba and Canada remain yet to throw off allegiance to one.

The greatest misfortune of all is not to be able to bear misfortune.—Bias.

A "REPRESENTATIVE."

Hon. Ben. Butterworth of Ohio arrived from Europe this morning by the Steamship "Lahn."

Our Ben is again back on American soil—what did he go to Europe for anyway? We may infer to get a few pointers on the way and manner of printing bank bills in Europe. We will venture to say that *Ben* did not see them run through a machine in a way similar to that adopted by producers of Mustang Liniment hand bills. This is about the size of the Hon. Ben. as he stood on the floor of Congress and fought for mechanical presses in the press rooms of the Bureau and Engraving building, and why did he do so? Who paid his way to Europe? It is alleged that men do not talk in Congress against the working classes unless they have been *seen*. At some time Benny will no doubt aspire to fill the Ohio Governor's chair and through the vote cast solely by mechanics and K. of L. men, dovetailed with men who advocate the ideas he embodied in his violent attacks upon all labor organizations and their motives.

If you doubt the above, send to him for a copy of his speeches delivered last February. The perusal of one will explain all, or make it more cloudy. At any rate Ben's actions during the year just past are pregnant with possibilities that he is a man who knows "tweedle dee" from tweedle dum." Last fall on the stump for Protection to Home Industries, High Tariff, etc., and now his coming from Europe is heard all over the country on the Western Union wires (they favor those who can favor them) and we realize that our supposed high-wage Ben has patronized European Industries. This we thought might be the qualifications of the silver-tongued orator from the Buckeye State, when labor organizations received the rebuke abuse they did our Ben in his fight to displace old-time hand printers by a machine to *print our greenbacks*.

The reason for his advocating this *change we fail* to fully understand. Is *the Government* so poor (?) that it must *economize* in such a small matter as the printing of greenbacks? No, they are building buildings to store more money in. The coming of machinery has displaced 99 men in every 100, in wall paper industry. These 99 men in their search for employment will no doubt meet 99 more and you can guess who they will be—no others than friends (?) of Butterworth who will be seeking employment and our shin plasters will be printed by steam.

In the coming campaigns Ben will carefully touch these matters for the "tin pail" brigade must then have taffy. You workers have had too much of such back handed work done you and a little advice will be given now in a few words. Remember that the employes of the presses where the bank bills are printed are at work to-day solely through the exertions of a man who amended *Butterworth's* bill in such a manner that if the machines for printing broke down, there was to be no appropriation made to cover any repairs. The consequence was the machines were not in operation and the inventor of the press, aided by Ben got left. This ought to be a pointer for future actions, and always see that you return such men your compliments and have some one to represent you that will always be a match for "butter-side-down," late from Europe.

ESPLANADE.

NEW YORK, October 27.

CHEAP LIVING.

The Department of State has issued a report made by the United States Consul at Glasgow containing an account of a remarkable school designed to teach the wives of workingmen the art of cheap cookery—how to make soups out of kidneys and livers and the heads of codfish. A large number of recipes for cheap dishes are included in the report, and it is thought they may prove useful in "certain crowded districts of the United States."

Now, while we do not doubt that the sending of this report by our Consul, and its publication by the State Department, have been with the best intentions—with a real desire to assist poor people in the

struggle of life, we respectfully submit that such things can do little if any good, and that to expect measures of extreme economy on the part of working people to prove a panacea for all their troubles, as many seem to expect, is utter folly. It has been said that "the rate of wages is fixed by the standard of wages set for himself by the workman," and a considerable extent this is true. If all workingmen could be convinced that codfish head soup, at a cost of six cents per day per family, was the best possible thing for a workingman's table, then those who were out of work, and seeking it, would not consider that the lowest possible limit of wages had been reached, so long as the amount offered would admit of an indulgence in codfish head soup. And instead of the workmen saving the difference between the cost of their present living and the codfish heads, wages would tend towards an amount just sufficient to purchase the heads. Economical living may be of advantage to the individual, or to the few, but when it becomes general, and all the members of a class economize, the economical style of living becomes the standard of living, and he who would save must economize still more, the end of this coming when no individual can possibly go further in economizing than the entire class have already gone. And it is readily seen that the saving effected by extreme economy of living on the part of workmen, resulting in a lower standard of wages, does not go to the employes as such, for competition between different producers of the same or similar goods constantly tends to reduce the price to that amount above the cost of production, which will induce men to continue in the business, so that if the reduced wages result in reduced cost of product, competition will in the end force a corresponding reduction in selling price, unless prevented by monopoly.

An employer may be also a monopolist, in which case he may reap some of the rewards of his workmen's economy; but it will be by reason of his being a monopolist, not as employer simply. In the end, those who are able to control special privileges or monopolies of some kind will pocket the entire proceeds of the economy of working people, where that economy is not exceptional, but general.

We might go on and point out the fact that when the cheapest possible fare had been determined and universally adopted the materials composing it would almost inevitably rise in price, while those displaced by them would fall in price, making a new bill of fare necessary. If everybody ate codfish heads, leaving the rest of the fish, the heads would soon bring the higher price, and it would be necessary to furnish recipes for dishes made from other, and perhaps less inviting materials. Experience in the older countries shows, however, that working people can be taught, or can teach themselves, to live upon the poorest and cheapest fare, leaving all the more desirable things to be enjoyed by those who do little or nothing towards their production; but when that condition of affairs prevails here, if it ever does, the self-respect and ambition of our working people, upon which we pride ourselves so much, will be gone, and with it the strength of our Government and institutions. It is a sadly significant thing that a department of our Government considers that there is need for instructing a large class of our citizens, who hold the destiny of the country in their hands, how to live on the cheapest, poorest and most miserable substances to be found, when at the same time the country is overflowing with the best of everything, and nature stands ready to yield a yet greater abundance in return for labor applied to her resources. Cheap living makes cheap men and cheap citizens, and it will be better to turn our efforts in the direction of finding a means whereby those who produce our national wealth may enjoy it, each one in proportion to his production.—*American Machinist.*

Many men recognize the value of time so well that their employer gets no more of it than he pays for, but seem to lose their appreciation of its value as applied to themselves.

THAT HOSPITAL QUESTION.

Your contributor "See" last month struck out boldly on a question that should have plenty of ventilation on general principles, if nothing else.

I have wondered that there has been so much silence on it in the past, not alone to find the bad things in it, but the good.

Personally I am opposed to anything like a hospital assessment, whether it be ten cents or ten dollars. I am considerable of an individualist, I like to see men do what they should do voluntarily, but I know that we have also to view the hospital assessment from a charitable standpoint, and recognize that while some may never get any benefits from it, there are hundreds that do that would suffer if charity did not come to their aid and an assessment equal on all is far more preferable to a subscription paper that used to be so common on which the names of a certain few was only seen.

If a hospital assessment is acceptable at all make it enough to do what is expected of it or not have any at all, and above all things let the way the money is spent be known to all that contribute to it, or have all satisfied that it is spent rightly by having a representative see that it is so, or allow representatives of the employes to examine the reports and thus learn, any way to be sure and have all satisfied that it is correctly handled; I say all, but mean all that would be satisfied with anything, chronics will kick anyway.

It is better that they, as a body who pay into it, have a voice in all matters pertaining to its disbursement.

"No taxation without representation," or kick up a row about all that does not suit until it is fixed.

I have had some experience with hospital assessments on other roads and I must say the Union Pacific men have less cause to complain than any of them; all have at least got some show for something from it, while on some other systems they have not.

The complaint that "See" makes of the non-attendance of local physicians is one that I believe will always exist, so long as they are paid a fixed salary, they will do as little as they possibly can for it, being their own judge, and where such is very marked the Chief Surgeon should declare them chronics and try new men. They have now, altogether, too great a latitude to work in, but by making a general row over their actions, and make the Chief Surgeon so tired of hearing the complaints that he will gladly do something to stop it at the seat of the trouble by firing them forthwith.

These local physicians are in reality the servants of the employes and if they do not do their duty, action should be taken. There is reason in all things. One doctor at a place will not suit all, as to ability, but he can suit all as to willingness to try and do for them. Too much must not be expected from 25 cts. or 40 cts. per month; it costs more than that to insure against accident, say nothing about sickness. Physicians should be justly paid for service rendered; that is what we all desire and should grant.

"Chronic" cases appear to be the great opening for physicians to shirk their duty, there being a chance to interpret it liberally in their favor, much more than they would do if there was a fee to be expected. But I see that the Chief Surgeon has had the rules posted in the shops, and rule No. 10 says: "Any employe who has a chronic disease which renders him a burden to the fund to an extent unjust to other employes, cannot receive treatment for his chronic trouble, but will still be entitled to other customary treatment." Now I do not see why that is not all right if it is rightly interpreted. A case cannot be said to be chronic until it has had a fair treatment and that is what I judge it to mean. Self preservation would demand that some restriction be placed on chronics or the employes would be supporting a gigantic asylum for the chronics of the world.

I believe that attention paid to alleged unjust treatment by local physicians would set this all right, but there is a feature arises here. There are so

many of those "independent, manly men" that Corbin of the Reading (not the Western one) speaks so highly of, that have neither sand or sense enough to stand for their rights, that these doctors as well as some bosses, can take advantage of, that they often run away with the idea that they can treat all the same way and I suppose that they, like some of the bosses, think that all would be lovely if all but those "manly" prototypes of the Reading were got rid of. But the doctors are worse off than the bosses; they do not have the power to discharge or a chance to hunt up an excuse to do it, though no one knows what they might do with one of their doses.

I am not of the opinion that the fund is unwisely spent, for I believe that there is enough expense, seen in a general observation to account for the major portion of it. Five dollars per week is paid the sisters for care and board of the sick in hospitals, and the average at the Denver Hospital is over fifty, say nothing of those at Ogden, Omaha, Kansas City and other places, this would account for $1,300 at Denver Hospital outside of medicine and medical attendance—at 25 cts. assessment there would be about $50,000 income a year. The other hospitals and the expense of local points must make a big hole in the remaining $37,000. I do not believe that there is much chance for a steal, but the first year of its existence, when the employes got nothing out of it, there was a chance and as it has never been accounted for must have been stolen.

But "Vigilance is the price of liberty," and all should keep an eye on the matter and more that the hospital department is not allowed to grow into the obnoxious relief association schemes.

OVERLAND.

A city should be better up in business than to give away valuable franchises. Such privileges should be paid for by treating them as municipal assets, to reenforce the revenue needed to maintain such public functions as are of a nonpaying nature. They do better in some cities. They mean business in Glasgow, Scotland, when a street railway franchise is let. The contract made by the company includes these conditions: The payment to the city of the interest on the cost of the lines, the payment of an annual sinking fund which at the expiration of the lease would replace the price of tracks, the payment of a percentage in trust as a renewal to insure the maintenance of the track in good order and a mileage rental of $750 per mile of road in use. With these conditions expenses are paid for the first four or five years, and afterward the companies have paid a ten per cent dividend, and when the franchises expires in 1894 it can be told to Glasgow that it has yearly built school houses, libraries, etc., with what the cities of America gave away to private companies.—*Milwaukee Daily News.*

Just one dollar each are we assessed to feed the "pauper labor" of Europe. This includes the "tips" given to servants, etc., of localities and institutions of the ever-to-be-watched land, far, far away, whose people desire us to change our "duties" and thereby favor them, so we are told by the prophets of election times. Seventy million people send $70,000,000 to foreign lands to keep the balance of trade in our favor(?). *Seventy million dollars!* How many miles of railroad would this build or "double track?" What would be the benefit of such a thing? All railroad men know it is easily answered by saying transportation will be cheapened. The dangers that railroad men are exposed to will be lessened. Some of this pile of wealth now in "big black stockings" in Europe would go a long ways toward pertecting and repairing locomotives, adding comforts to cabooses, and the signal system would absorb some. What was left would repair all the box cars and give them a coat of paint.

The newspaper business is like other lines of business in one respect—it takes money to run it. In nearly every town and country there are people who are willing to lend their moral support to a newspaper, but in a final wind up moral support doesn't pay the printer's salary, or buy paper and ink. There are people who come in and subscribe to help us along, but who fail to think that unless they pay for their paper they are asking us to lend them so much cash. There is food for reflection in these few lines. The moral is that if you owe you had better pay.—Merry World.

GENIUS FROM MAKING PANTS.

There is a very inspiring story related of Mary Livermore. Her husband was poor, but he needed a pair of pants. Procuring the cloth, he gave Mary $2.50 with which to pay for having them made. Mary, so the story goes, made the pants and paid for a newspaper with the money. And these early struggles, it is concluded, tempered the spirit of her life.

Mary couldn't have bounded towards fame by that route now-a days. Thanks to the tariff, a first class quality of cloth would have cost Mary's impecunious husband about the same now as then, but thanks to free trade in labor Mary would find that thousands of her sisters, with or without husbands, make a business of earning, not newspapers but bread, by making pants and shirts and vests at less renumeration for a dozen pairs than Mary got for one. And they doubtless understood the business better from long experience than Mary did. Perhaps their struggles temper their spirits, also.

May be some of them with a genius for literature or art or music may attain fame, but such will hesitate to attribute their success as is done in Mary's case to their struggles in the pants making business. The tax on the product of the beast which gave another Mary fame is too high and the competition for a job at pants making has brought wages too low. —*Milwaukee News.*

The Superintendent of Censns has been asked to extend the inquiries of his bureau to the mortgage indebtedness of the people. He says that the act of Congress authorizing the eleventh census does not call for such work. Efforts will be made at the opening of Congress to have such an inquiry authorized. The attention of every Representative and Senator should be called to this by his constituents. Who really owns the country will be thus assertained, also the number of "prosperous workingmen who own their own homes," after the mortgage in deducted. Also what per cent the mortgage decreases when the earnings of the workman decrease or the value of the product of the farm. It will show whether it is not more profitable to own a mortgage covering a part of the supposed value of the farm than it is to own the whole farm. Data will be got by which the possibility of the debtors ever paying their mortgage indebitness will be learned, and if the impossibility or impractibility is shown as is most evident into whose hands the property will come. And if, as Mr. Sherman has very plainly shown in his article in the *North American Review*, a few thousand persons will in a few years own the whole country. It will be well for the people to begin to consider what they will do should these few thousand owners conclude to order them off their property. They will have to have some place to stand on until their departure into the unknown, or will all conclude that they will simply work steadily for these owners of the earth under their dictation and conditions imposed, or will the increasing intelligence of the people cause them to see the utter foolishness of allowing such a condition and repudiate the title of these owners. Judge Harrington years ago in deciding the title to the ownership of a slave, said: "You must show me a title deed from God Almighty before you can have this man." It took years, yes, ages for humanity to get civilized sufficient to applaud such a decision, but will not such a decision come in time regarding the land given also by the Creator? Will not the mass of mankind be obliged to to save themselves? EDITOR.

If the World's Fair is not located in Chicago will not railroad interests suffer? If it is located elsewhere than "inland" how are we railroad men going to get anything out of the foreign element that may come here on account of this *grand* affair? If it is held in New York the elevated road will get a "long haul" out of them, at the same time they ought to be buying tickets for Chicago. This is the only way we can ever "even up" with them (the foreigners) on the enormous amount, seventy million dollars, our Americans have this year contributed to them, to force them to part with some

of their money in case they come to "shoot a few buffaloes" on some of our town sites (New York or Chicago) should be our sole object. The only way to do it is to get them "on wheels" and haul them inland to a central point like Chicago. The money they pay for transportation will be clear gain to our "companies" and our country. In case this World's Fair is located in the East the money paid for tickets will be coming solely from our own people. This is done every season on their way to Europe. The only good feature discernable to be the outcome of a selection of New York is some of our Americans will stay in New York after they arrive there and not take a 3,000 mile voyage. There is altogether too much of this practice and if we cannot attract a crowd from foreign lands to our World's Fair our people ought take a hint and stay at home ever after. But we railroad employes want to see some profit out of this grand affair. Locating in Chicago will bring it about.

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The eight-hour movement should be discussed in all its phases by the readers of the magazine. The supposition is that there will be a determined effort made on the part of the working people of America, to put it in force on the first day of May, 1890. It would be a priceless boon to the tailors of America if it could be put in force. Not from a pecuniary standpoint, as the vast immigration to the shores of America, precludes any help from that source, but it would give to the male and female workers a better opportunity to cultivate their mental faculties and improve their social conditions. Under the present rules governing, the hours of keep the factory girl too long hours at her loom, and the machinist too long at his lathe, and so on with all others that are engaged in industrial pursuits, and consequently the social conditions of the proletarian class is at a low ebb. I am fully convinced that trade and commerce would not in any way be jeopardized by the adoption of eight hours for a legal day's work, as the improvement in labor-saving machinery has attained a high standard of perfection. All labor organizations should work for its consummation. I think it should be the goal of every workingman's thought and action.

QUID TIMES.

The writer once was young, but now he is old. He has witnessed the starting of thousands of boys on the journey of life, and he has seen many of their endings. We have witnessed the ripening of the natural fruit of carelessness, incivility and loose morality. And we have been happy, too, in seeing the rich fruitage come to men in mature years, who in boyhood acted honestly and dealt justly. We never knew a man or boy either to be a gainer by acting meanly or discourteously to any one for the reason that they had slighted or defrauded him. There is no excuse for wrong doing, or being guilty of an unworthy act just because someone else has. The way to win is to be at all times and under all circumstances kind, generous, and always feeling a Christian spirit. This may be contrary to the natural retaliatory spirit. But in advanced years we may say to all boys, never lower your dignity, but always be true to yourself and no adverse circumstances can keep you down.—*Iowa State Register.*

One Stephen Roper, widely known for the series of engineers' hand books compiled by him, and less widely and more unfavorably known from some transactions with which his name has been associated, is writing letters to manufacturers promising to sell their goods and asking a remittance of two dollars ($2) from each to pay for correspondence. We note this fact to warn parties receiving such communications from Mr. Roper, that if they advance money asked for they will stand but a slight chance of getting value received in return. As a scheme to put money into Mr. Roper's pocket it might work all right, but as far as any returns to manufacturers are concerned it will be a flat failure.—*Stationary Engineer, page 188, Oct., 1889.*

I think there may be some grounds for the above item, or its publication, something similar appeared some time ago. This Roper may "rope in" the innocent *Stationary Engineer* of the "Western land" and if he has earned this notice, should be prevented from intruding on our brother locomotive engineers.

PHŒNIX.

LEGAL DEPARTMENT.

MASTER AND SERVANT—DANGEROUS MACHINERY—INSTRUCTION AS TO THE HAZARD.—In action for damages wherein the plaintiff alleged his minority, and claimed to have been injured while in the defendant's employ as a shop hand, by coming in contact with some of the machinery, which, according to the evidence, was in full view and in good repair. The complaint alleged that the defendant was negligent in that it neglected to specially instruct plaintiff regarding the hazards of the machinery. The plaintiff had been engaged about such machinery for some time before the injury occurred.

Held, That plaintiff in accepting the employment, with a knowledge of the character of the machinery, assumed the risks of the employment, and the defendant was not liable because it had not specifically instructed plaintiff not to allow his hand to be caught in the machinery. (Oszkoscil vs. The E. P., etc., Co., N. Y. S. C, June 28, 1889.)

MASTER AND SERVANT—DEFECTIVE APPLIANCES—LATENT DEFECT—EVIDENCE.—Action by plaintiff against the defendant company for personal injuries received by plaintiff while a brakeman in defendant's yard. While plaintiff, in the exercise of his duties, was standing on the roof of a freight car, which had just come into the yard, he fell to the ground and was injured. Plaintiff's theory of the case was that the accident was caused by loosening of the brace connected with the brake which he was testing. From an adverse judgment the company appealed.

Held, That a railroad company is not liable for an injury caused to a brakeman by a defect in the brake, when there is nothing to show that the defect was known, or could have been discovered, before the accident occurred.

Held, also, in an action for such injury a verdict for plaintiff is contrary to the *evidence where there is a conflict in the testimony as to the car on which the accident occurred, and a majority of the witnesses testify that the accident occurred on a car whose brake was not defective.* (Hotis vs. N. Y. Cent. Ry. Co., N. Y. S. C., July 6, 1889.

EQUITABLE SET OFF—MASTER AND SERVANT—CONDUCTOR'S VIOLATION OF ORDER—INJURY TO PASSENGER.—Where a conductor of a freight train obtained judgment against the railroad company with whom he was employed for personal injuries sustained by him by reason of an accident to his train, occasioned by defective roadbed, etc., and where a passenger on the same train, who was a relative and allowed by the conductor, contrary to his orders, to ride on his train, also sued the railroad company for injuries received in the same accident.

Held, That the railroad company might enjoin the conductor's judgment against it, and in case judgment was also rendered against it in favor of the passenger who was injured in said accident by reason of being on the train through the negligence of the conductor's violation of a well known rule, and so much of the conductor's judgment as is necessary may be credited toward the payment of the passenger's judgment. (Memphis, etc., Ry. Co. vs. Greer, Tenn. S. C., Aug. 28, 1889.)

MASTER AND SERVANT—NEGLIGENCE—ENGINEER—RATE OF SPEED—EVIDENCE.—In an action by a railroad engineer against the company for personal injuries received while in the discharge of his duties, defendant company contended that the plaintiff was guilty of contributory negligence, because he was running at a greater rate of speed than he had been instructed to run, and because the company's rules limited the speed to a certain rate before crossing trestles, while the accident happened near the trestle, when the plaintiff was exceeding that rate. Plaintiff's evidence showed that he had been over the road but once before, did not know that the trestle was near, and had never seen or heard of the train rules. The superintendent testified that he knew the plaintiff had been over the road but once before, instructed him not to exceed a certain rate of speed, and that he did not know that plaintiff had ever seen or read the company's rules. The Court gave plaintiff judgment and the company appealed.

Held (reversing), That the question of contributory negligence should have been submitted to the jury. (Dunn vs. Northeastern, etc., Ry. Co., U. S. S. C., Aug. 4, 1889.

MASTER AND SERVANT—FELLOW SERVANT.—In an action by employes of a railroad company to recover for personal injuries received through the alleged negligence of the company's engineer, the Court *held* that the engineer being a fellow servant with plaintiff in defendant's employ, defendant is not liable for injuries sustained by reason of any negligence on the engineer's part. (White, et al., vs. Kennon, etc., Co., Ga. S. C., Aug. 9, 1889.

MASTER AND SERVANT—INSTRUCTION—NEW TRIAL.—In a suit against a railroad company to recover damages for the death of an employe (a freight conductor) by a car drifting from a side track, whereby a collision occurred. The plaintiff had judgment, and from the refusal to grant a new trial the company appealed.

Held, That it is error to submit to the jury the question whether the side track was properly constructed and with ordinary care; that jurors should not be called upon for opinions regarding the question of engineering or of curves; that the interest of railroads is strongly in favor of easy curves as a means of facilitating the movement of cars, and that its discretion in this matter should not be interfered with in determining the obligation to its employes. That the plaintiffs intestate and others employed to work on such road must decide for themselves whether they will encounter the hazards incidental thereto, and if they decide to do so, they must be content to assume the risks. New trial granted. (Mitchell vs. Grand Trunk, etc., Ry. Co., U. S. C. C. N. H., Aug. 6, 1889.

Note.—This is a harsh rule of law, and if upheld in its severity will enable corporations to escape any liability to their employes.

RISKS OF EMPLOYMENT—INJURY TO EMPLOYE—EVIDENCE—NEGLIGENCE—RULES.—1. Where in a suit by a brakeman to recover damages from a railroad company by which he was employed for an injury received by an alleged defective draw head on a car, the law as to the obligations of defendant, and the acceptance of risks and the degree of care required of plaintiff, is clearly set forth in the charge, the verdict of the jury will not be set aside on the ground that no negligence on the part of defendant was shown where there was evidence that the draw head was sunk four inches, and that the defect was old and plaintiff did not know of it.

2. That in such cases expert testimony of a yard master that the method of coupling adopted by plaintiff was careless, dangerous, and not the usual or best way of coupling, was properly excluded.

3. Where the defendant introduced in evidence certain rules adopted by it in relation to the coupling of cars, prohibiting the use of the hands for such purposes and ordering the use of a stick or pin. The Superintendent testified that such rules were in use when plaintiff was injured, but could not testify that they had been sent to the "heads of the management of the yards" where the accident happened. Plaintiff testified that no such rules were enforced in the yards while he was there, and he knew nothing about them.

Held, That it was for the jury to decide whether plaintiff was bound by such rules, and that they were known to him and violated by him. Judgment for plaintiff affirmed. (Seese vs. Northern Pac. Ry. Co., U. S. C. C. Minn., July 16, 1889.

WANTED—FUNERALS.

The president of a prominent Western road was asked yesterday whether the death of Mr. A. E. Tonzalin, president of the Chicago, Burlington and Northern, would bring with it an agreeable change in the policy of that company in its attitude towards the other lines in the Northwest. His answer was as facetious as it fitting. He said: "I think there will be no change of policy. It will require a few more first class funerals to bring about such a result.—*Inter-Ocean.*

Talk is cheap. We know of another prominent official who, when the above company had "unpleasantness" on hand with their engineers, said something similar, but in an underhanded manner aided aforesaid company in many ways, pretending to fight them, at the same time assessing his employes ten per cent one month for a wild purpose unknown to all, for it was uncalled for. Sr.

MECHANICAL DEPARTMENT.

SCRAP BOOK REFLECTIONS.

There is another item in shop management besides over time, that always gives me the "horrors" when I come close to it, and that is the time-check system. I have never tried it but I have watched others try it, and I have concluded that it is very much like many other things—very good if properly used—but as only one man in a thousand knows how to handle it, it should not be dealt in too promiscuously. I have noticed most that it is the man with dollars, and no knowledge of humanity, that cries loudest for it, and he can always find some one with selfish desires for personal advancement in the favor of Mr. Greed, ready to grind on the time-check system in the most rigorous manner.

For instance, Tim was late one morning, only one minute; the clerk was locking the box, but refused his check, and the foreman informed that he was docked fifteen minutes that day. Tim was a good mechanic with a good record, but before the six o'clock bell rang he was two dollars ahead of the firm, and had become a dishonest man, just because the firm had set him a good example in rascality in the morning. I have met several examples like this.

On the other hand, I was in a shop recently where it is used as a check to guard against the evil of coming in late, and I noticed that the men did not watch the boss, as he moved around, out of the corner of their eyes, but there was such openness and honesty of feeling between them that the shop was brighter for it, the workmanship better and the firm's profits satisfactory.

Something more important than time-checks and long, tiresome, iron-clad rules is the superintendent or foreman who understands human nature, and knows just how to handle the varying eccentricities of the men under him every day.

He may have the nicest eye in the *world for a perfect* fit, and illustrate the*oretical* mechanics in a manner almost *practically* correct, but if he is unable to successfully control the minds and thoughts of the hands at all times, his work is a failure, no matter how well he may be educated as a mechanic.

I have often thought it would be a good idea for our training schools and technical colleges to educate their students how to control and manage humanity as well as how to design and construct machinery. In our large shops to-day there are plenty able to make nice designs and plans, plenty more able to do the work of building from the design and plan if properly guided, but the one capable of leadership and executive ability, with justice to employe and honor to employer, and also able to declare dividends, is a scarce article, commands a premium in the market. I know of several firms searching for such men, but, as they have earned a reputation for making cheap goods, they don't want to pay the par value even. In proof of this here are extracts from a letter from a firm whom I will call Blank & Co., because it is not their name:

DEAR SIR: We want a practical mechanic, one who has learned his trade and can work himself. The salary would depend upon the qualifications of the man, also the permanency of his position. We want a man who can consult with our Mr. Blank, and take hold of the best machine of each class mentioned, and produce as good a one, or better. This party must have inventive ability and mechanical ingenuity sufficient to get around the patents covering the machines now in use, make a machine as handy, durable and tasty in design and appearance as any, and capable of doing as much work, at least, as the best machine of each class upon the market, put the machine upon paper, and overlook the work all through, from the drawings and patterns to the finished machine, take the machines into the country and test them fully, to insure their perfect operation. We have no money to spend in furnishing a man experience, nor do we want a man to waste our money in errors and mistakes, throwing away patterns, etc., but some one who can put the work right straight through without experimenting and throwing away patterns. If you consider yourself able to do this class of work, will you be kind enough to inform us of the several places where you have worked, what positions you have held in each, the names of the machines upon which you have worked,

and the names of the parties for whom you have worked. We must have excellent recommendations, must know our man has the ability, and that he is trustworthy, sober, and a "hustler;" a slow man we do not want. We do not require a high-priced man.

Yours very truly,
BLANK & Co.

The meat of the entire letter is contained in the last sentence, and I've no doubt that they found the man at a low price, but if he also managed to work a half a dozen or so of his relations in on the pay-roll to help him out, I could not blame him.

Now here is an extract from a letter just received from one of the "toilers."

DEAR SIR: I have some examples to work out yet to-night, in mechanics. My friend, Mr. Hill is teaching me. I will give you the easiest one, and you will see in an instant what I am trying to learn. I would like a place where I could use my brains a little more than I do. I have it in me if I could have the chance to develop. If you should happen to get me a place with you, which I hope you can, you bet I would study up as it would give me the opportunities.

I work till ten o'clock, and get home by half past, then study till midnight; and it is doing me up. I now have Rose's complete works on machine shop practice, and it only cost me seven dollars for thirty numbers.

The only time Mr. Hill can teach me is at work, and sometimes we get caught and are drawn over the coals for it. We must stop it, though, or one of us is liable to lose our job.

Yours respectfully,
JIM.

Possibly Jim will feel discouraged when he reads Messrs. Blank & Co's letter. especially when he finds that the market for brains is being "bulled" pretty strong, but my advice is to stick to the midnight oil, and bear in mind that the "low-priced" firms are nearing the end of their day.—*W. S. Rogers in American Machinist.*

MACHINISTS AS ENGINEERS.

I see that what I had to say in the October number has called out some comments from the *American Machinist*, as follows:

A writer in the UNION PACIFIC EMPLOYES' MAGAZINE, speaking of the machinists' trade, says: "The trade is a stepping stone to man's other branches of industry. The marine engineer must be a machinist, or have considerable knowledge of the trade, and in many parts of the world this is true of the locomotive engineer, and there is no good argument to show why it should not be the universal rule. There would be less monkeying with the running and valve gears of a locomotive with a coal pick if it was, and there would be considerable more intelligence displayed in the average roundhouse report book."

There is more truth in this than most engineers will be willing to admit, principally because very few of them are machinists. Of course it is not true that no one can become a good locomotive engineer without first being a machinist, for there are many excellent engineers who know practically nothing of the machinists' trade. In the early days of railroading the engineers were mostly machinists, because no one else knew enough about the machines to manage them. Of course it was perfectly natural for the firemen employed upon them to acquire an ambition to run them, and it was also quite natural for them to conclude after a while that the only man who could really be called a good engineer was one who had never worked in a machine shop. It seemed to strengthen their own position; and from this the belief has come to be quite general among engineers and firemen, not merely that shop training does not qualify a man for running a locomotive, but that it actually disqualifies him, and makes it impossible for him to ever become a good engineer, no matter how well adapted by nature to the business.

We have no doubt there are many men employed in subordinate positions in the engineers' department of large steamships, who could easily persuade themselves to believe that no one who had ever been a machinist could possibly be as good an engineer as one who had not been. But large marine engines remain in charge of men who are machinists, no matter what other qualifications they may possess.

The machinists should wake up and have more push, display more ambition and not allow their trade to lose the prominence it rightfully should have, but they must keep up with the times. Papers like the *American Machinist* should be found in greater quantities among them. From such they gain technical knowledge. Combine this with the knowledge on social affairs, their rights that are common with all working people, that can be gained from the MAGAZINE and *Journal of United Labor* would make them invincible, the elite of the industrial world.

S. K.

Fox, sir, is boss of this shop," I replied. "You will find him, sir, if you look around. He is a red-headed gentleman, pensive cast of countenance, slightly stooped with the weight of his—but excuse me, sir, here he comes," and I rushed to the grindstone, not waiting to hear the thanks of the gentlemanly director.

Well, sir, there has been quite a sensation here this month. It is currently reported that an official has been seen dressed in woman's clothes, prowling round the yard at night spotting. It is proposed to have him arrested for impersonating a female, if the boys can get on to him, and several claim they are on to him now. It is something new in railroading, this, and consequently is causing a good deal of excitement.

The engineers, I am sorry to say, seem to be in a bad fix. Arthur has got them by the cuff of the neck, and all the company has to do now is to take them by the seat of the pants and they are gone. I have been bothered a good deal by several parties calling my attention to remarks made by a certain official relative to my correspondence and wanting me to roast him for interfering. But I cannot afford to bother with them. My duty is to write the news, giving a graphic account of events as they occur at this point. This I have done and will continue to do as long as I am correspondent, and when it becomes necessary to roast anyone it will be done to a turn.

The Magazine takes like wildfire here. The *men* all want it; the bosses cry for it, but don't pay for it, at least so I am told.

As a grand Christmas story I will write a review of the year in my next, entitled the "Ghost of Former Days," as a thrilling, blood-curdling, hair-bristling story of a year's events in one chapter. It will take the cake. Send in your orders early for extra copies of the Magazine containing it, or you may get left. SELAH.

OMAHA, Neb., Nov. 22, 1889.

Editor Magazine:

Pressure of other business prevented me from writing last month, but will in the future endeavor to write each month.

The men here are now getting the returns on Mr. Cushing's short time policy of last Summer, as the men here have for some time been working ten hours per day in the locomotive department, and the men in the blacksmith shop have worked all day the last two or three Saturdays, something that has not been done for years. The men in the car department are unable to make more than nine hours per day just now on account of the shortness of the day, artificial light being strictly prohibited. A person unacquainted with railroading, passing through the shops last week would think by the general appearance of things that the end of the world had come, and that every engine and railroad crossing had to be finished that week.

When J. H. Manning was appointed general foreman here, I believe that his appointment gave general satisfaction, but there seems to be a *change of sentiment*, judging from xpressions from some of the men under him, that he will end his administration like J. P. Bay did. Considerable comment has been made on his promotions and changes of men to different positions, but not quite as much as his habit of moving around a few minutes before quitting time at night to see if he can catch anybody loafing, notwithstanding there are two assistant foremen and four gang bosses in the two machine shops. Last month five men were sent west, but strange as it may seem they left all the men here that only understand signs. I am informed that one man was transferred from one gang to another but the gang boss refusing to keep him on account of his being no good he was sent back to the old gang. Another case, a man was discharged from the gang on account of incompetence. After being out a few days he came crying around and was started to work again on a lathe. He afterwards spoiled a piston rod, but nothing was said about it, while old men are laid off from ten to thirty days for trivial offences.

This month a night gang was started on the machines in the machine shop and also on the big hammer at the scrap furnace, which was shut down shortly after the death of Thos. Potter, and has remained with only one crew ever since until this month.

Considerable work is being done here for the shops at Cheyenne, and it is expected that a gang of carpenters will leave here the last of the month to put in the machinery and shafting.

L. A. 10793 gave a ball on the 14th inst., which was fairly well attended and all seemed to enjoy themselves.

I see by the papers here that the B. & M. and U. P. railroads are about to make some more traffic arrangements. By the way the U. P. and B. & M. are getting to be quite friendly.

Otto Gugler, assistant foreman in the machine shop, has been off sick for the last three or four days.

In the Republican convention here on the 21st it took 268 ballots to select a candidate for mayor.

X. Y. Z.

ELLIS, Kan., Nov. 23, 1889.

Editor Magazine:

Here I come again, a little late I fear, but they say better late than never.

I notice a little mistake in my last in spelling our district foreman's name. It should be Mr. E. H. Dewson, Jr.

Times are a bit lively these days and there is so much to do on the road that one hardly knows what to do first. Men are working day and night trying to catch up, and they are turning engines out at a lively rate. Engines have been sent away and others have arrived from the city and even from Omaha. A couple of Rodger engines came up and went on west, the 562 and 566. Engine 744 came from Omaha and the engines from the west and ours have got so much mixed up that we have lost all track of them, but engine 738 is out and it is hardly necessary to say that she is fixed up because she has been in the shop

ever since she was a yearling, and engine 785 is just ready, will be out long before this shows up in print. Engine 708 is up on the blocks for a general overhauling, also 610, and engines 713 and 736 soon will be, that is as soon as they can be fished out of the ditch. Engineer Geo. Chapman run into 713 just this side of Victoria while on work train, driving spiles. They had a spile about half way down. I understand that when the local 214 came down the hill on to them, Engineer Britton was on engine 713 and could not get away, although he did his best to do it, and so did the next best thing, abandoned his engine. Engineer Chapman saw the flag but could not stop, so he also had to abandon his engine, and quite a wreck it made. The 736 ran right into the front end of 713 and stuck there. They had to be cut apart. Even turning them over to clear the main track failed to loosen them. As far as I have been able to learn the blame has not been located yet but perhaps will be before long.

I believe that is about all the excitement this month, only engine 743 got off a safety switch at Dorance and Engineer Rippey got a little rest up.

Oh, I forgot to say that they have about fifty men and two wrecking outfits picking up the wreck.

There have been a few new couple joined together, a few births and one or two deaths, during the month.

In the way of improvements we have a new bridge across Spring Creek, also a new company dam to improve ice facilities across the Creek north of the round house. It is small but will help out the ice business considerable, also makes a better place to draw water for the engine boilers. Aside from that a new drive wheel lathe has been erected and in order to make room for it all the machinery in the shop had to be moved; have not got it in shape yet.

There has been so many changes since my last letter that one hardly knows the place. Familiar faces have gone and new faces are fil ing their places; new men are being employed every little while, glad to see that kind of work going on; there has not been so many new men employed for two or two and one-half years, as there has been this fall; hope it will continue.

I might add that it looks like we were going to have another coal famine. No coal on hand now but the Leavenworth, and not very much of that, although other coal has been on order for a long time. It seems strange that the Rock Spring can only be got at certain times of the year, and then when it is least needed. ALEX.

ARMSTRONG, Kan., Nov. 21, 1889.

Editor Magazine:

We are enjoying most beautiful fall weather up to this writing. The mild zephyr winds brings gladness to the hearts of many a poor person. We escaped the fearful tempest that swept over New Mexico and Colorado, which caused *dire disaster* and death in its path.

Business in all branches of trade and commerce is good, and very few idle men are to be met on the streets who are inclined to work. The packing houses here are doing a good business, and from twelve to fifteen thousand men are employed in that industry. All the railroads centering here are doing a large trade. Nothing new to note from Armstrong this month, only the regular routine of work.

The paint shop and coach shop is still on short time, while all other departments are working night and day and Sundays too. There are a great many machinists, boiler makers, blacksmiths and roundhouse men work every night until 9:20 o'clock p. m. Some of them work all night and all day Sunday. A good many men are bitterly complaining about the amount of overtime that they have to do. The company has a very singular way of doing business with its men. In the machine shop, and particularly the lathe room, they will work at night nine tenths of the men and send home the other tenth. It is the same way with the blacksmith shop and roundhouse. Not so much so in the boiler shop. It is a pernicious system and should be abolished. It creates a jealous feeling among workingmen. Though a great many of the men that are retained to work overtime do not want it, while other men seek it. Men are forced to work Saturday afternoons without any notification the day previous. The men not bringing their dinner, under the supposition they would not have to work, and they may have business to transact with outside parties that afternoon. In justice to these men they should be notified that their services would be required Saturday afternoon. Workingmen have certain inalienable rights that corporations should not triffle with. Workingmen should be always thoroughly organized and be ready at any moment to resent an insult to any workingman, when his cause is just. It must be borne in mind that there is better satisfaction among the shop men this year than there was last year when so much overtime was made. I shall always make it a point in my letters to the Magazine to come as near to the truth as human reason will allow.

AU BOUT DE SON.

DENVER, Colo., Nov. 23, 1889.

Editor Magazine:

The usual letter was not forthcoming last month from this locality and I suppose it must be charged to neglect of some one.

Repair work has been allowed to go undone on this division all summer, as I suppose it has on other divisions of the U. P., or only half done, with the probable intention of doing it good when they got those good new shops to it in, but it evidently cannot wait till then, for it is rushed night and day now, Sundays and all. Overtime fiends are having a feast, but what a waste such a plan of working is, the company might better have given the men a twenty-five per cent. increase in wages last summer and kept all on some regular working time and employed men.

They are employing all the men that come along now, so it is reported. At any rate there are many coming and going, but judging from the average appearance there are very few capable mechanics traveling or are gathered in before they reach this point, or are repelled from this locality. Perhaps wages do not suit or they cannot give a satisfactory account of themselves when they apply for work, hence are not employed, or some other reason. But there should be no reason why the very best workmen in the country should not be attracted here; they were at one time but it appears they are not now.

Cost of living, rent, etc., has increased fully 25 per cent the past year and the indications appear to be to get only men at about 25 per cent reduction when it should be the reverse. This may be why a better quality is not found or more of them.

I see your North Platte correspondent speaks hopefully of a 15 per cent increase in wages at that point. It is what is due at all points and should be agitated for at once. Dave Patterson, their new foreman down there, was often heard to say here that men here nor at North Platte received wages enough (of course he referred to men that could do their work) considering the cost of living as compared at other places farther East. As he had no authority here, but I understand has there, he will probably make an effort, in an official way, and recommend an increase for the North Platte boys. Dave's veracity has often been questioned, but I believe unjustly; he is quite forgetful and the effects of that has led to unjust judgment on him.

The Company does just have a devil of a time in the yard here to get good switchmen that is, morally speaking, they started in to reform the yard about four years ago, at least that was what was reported as intended and all acts officially pertaining to the yard were supposed to be in that line, but their doctors have evidently made matters worse. Whenever the purging medicine was applied it has succeeded each time in reducing the amount of good they did have. Perhaps the mistake lay in trying to find a docile class and at the same time bright men.

Stealing and drinking seems to increase. Quite a sensation was published in the papers here a few weeks ago; it was the arrest of a switch crew for conspiracy to rob the Argo smelter of a gold brick, with "Bill Moore" at the head of the gang. Moore has evidently stood solid for a long time with the powers that be. He was "saved" when the cleaning out was made last winter after the strike, under the administration of Alf. Egan, when it was supposed that all the "bad ones" was fired. He was Egan's confidential man and the loudest one of all for strikes, and was evidently in as big a conspiracy than as the more recent one and equally as bad. But his personal character was of that nature, the nature that appears to "take" in this yard in more ways than one, or was able to make a good impression on the "spotters" employed to size the outfits up, hence got a good report. Time does great things.

The "noted" assistant yard master Dick Burns, whose ability caused several strikes last year because of his abusive talk and acts toward the men under him and was forced out of the yard in consequence, but before the reform movement had not done so effective(?) work which finally got him back again, has been elevated to full yard master. Perhaps this is intended as a change in the methods of treatment, fighting pizen with pizen.

It seems strange that so many changes and troubles should be necessary in the Denver yard. Reason would dictate that it should have the pick of the best switchmen in the country, taking the year round. The standard pay, Chicago scale, is paid; the winters are not severe for out door work, and the summers are not hot. Denver is a desirable place to live in, still it is a common saying that it is a hard place to keep men in, it is only a "stake" yard. Steady, sober, self-respecting men will not remain long, however the other roads here have not this extent of trouble, it indicates that there is very bad management or a deep-seated evil somewhere and it appears to get worse. The right kind of medicine is evidently not used, if it was it would attract good men and retrain them.

Some one has caused a system of registering when starting to work in the morning, among the car inspectors that has anything but reason in it. Men who work at 31st street must report at the inspectors shanty at 20th street and be at their work at 31st street at 7 o'clock a. m. Men who live near 31st street or further out must make the trip down and back, 22 blocks in all, every morning. This calls for what is unreasonable and unjust, unless the Company have it done in their time or make the 20th street place the point for starting to work, or allow the men time for the trips. Either a fool or a tyrant can be guilty of such an order.

L. A. No. 3218 is growing rapidly, a large list of new names are up every week. Much of the time of the meetings is devoted to a discussion of the live topics of the day.

Election passed off quietly.

The city remains quiet-lively and has now in operation the most extensive cable car system of any city of twice the size.

New shop talk of the real estate speculators is kept up, but no change from the past is seen yet.

Christ. Nelson, foreman of blacksmith shop, had his foot crushed by a heavy piece of iron falling on it some few weeks ago. He is around again, though limping.

"Times" is now called prosperous by most workmen, their service is more in demand on the railroads than for some time. Let none forget that there is always the reverse to follow; let all do all in their power to prepare for the reverse, and that workingmen may in time so prepare themselves to meet conditions that arise that they will not have to bear the blunt of hard times. Organization and education will do it. I trust that every reader of the Magazine is doing his part in this great work. TIM.

UNION PACIFIC EMPLOYES' MAGAZINE.

VOL. IV. JANUARY, 1890. No. 12.

1890.

The last decade of the century has commenced. A century of continuous progress for the human race. Their powers to provide for self have been multiplied by inventions and discoveries. What great human events this last decade may record cannot even be surmised. When 1860 dawned on the world there was no expectation of the stirring events that transpired before the decade had half past, though the seed had been sown years before. A condition of thought had been prepared that had made it possible, yet humanity knew it not.

The decade before us can be one of retrogression, events might occur that would set the wheels of progress backwards. The race has not yet become so enlightened that great mistakes cannot be committed. Humanity is not yet out of the woods. A mistake that generations of a people have committed—the thought that the height of attainment in human government had been reached. This is remarkably true of the United States; starting with the natural conditions the best that could be wished for, for the building of a great nation of truly free independent people, each standing on the plain of equality. It was believed to be so, children have been so taught, still the conditions have been allowed to grow that cursed the oppressed in European nations.

The creation of a landed aristocracy, the curse of which the settlers of America had come here to escape from, instead of throwing out the preventatives of a repetition of that condition they transplanted them. Instead of a nation of freeholders we are becoming a nation of tenants. Few think that the owners of the land can order off all trespassers, and that under the existing laws one family can own in time the whole nation, and as we recognize law now they can order every body off. To where?

The evil effects of these conditions, we or our near descendants must seriously contend against or retrogression must take place. It has become so rooted now, that, like chattel slavery, it appears as if nothing but confiscation will root it out. It must be if a free people is to exist. Possible future events should be considered now. A check may be discovered to apply that will prevent its growth while the people gradually awaken to the danger they have allowed to grow, and find means to destroy it altogether and without a jar to humanity.

The past must be our guide. Still, objects in the future may be expected to be reached by different methods than was true of the past. 1889 has seen a revolution in the great nation of Brazil—a monarchy has been overthrown. It did not result in bloodshed. One hundred years before a similar revolution was seen in France,

it was a bloody one. The results and causes were the same but the conditions were different. The masses in Brazil have had the advantage of better education, a free press has circulated among them which they were capable to use and understand. Out of 30,000,000 people in France at the time of the revolution 20,000,000 could not read or write; the majority of the balance were the aristocracy and clergy against whose oppression they rebelled.

It is the spread of knowledge that must be considered as a factor in future human events. Revolutions may occur, but like Brazil they may not be bloody.

A census will be taken this year; it will show the enormous gains in wealth that the nation has made. It may not show in whose names it is held—not if the wealthy can prevent it—but the masses who have produced it, can each for himself estimate what proportion of it is in his name. It will be found that it is not among the wage earners that it is distributed, or that those who possess it gained it by wage earning, and it will be seen further that what little there may be distributed among them can be swept from them by one season of forced idleness, an event that can be brought on without their being consulted and over which they have no control, while they think and act and allow laws to stand as they do now. If they act against it, it necessitates the repeal of those laws or the breaking of them.

The opening of a new year is a good time to consider the past and the future. The workers should be about it. Consider from where the prosperity of the past has come; why it has been so unequally distributed, where it must *eventually lead to* if repeated for *another decade,* what will remedy it. It is a serious matter and should not be passed lightly.

The past summer and fall has been recorded as a prosperous season. Labor has found employment. From most every state in the union now comes the cry from enforced idleness. Winter has come and with it the stoppage of many industries. Why is the cry of suffering heard and who is it that always suffers? "It is the result of improvidence, the failure to look out for a rainy day" does not answer it. One to two dollars per day to support a man and family does not leave much room for waste, though any waste is bad enough.

It will also be found that wherever there has been a prosperous community, rated prosperous because there has been a large number of men furnished with employment and because land values have advanced, there it will also be found that rent—for the mass of those given employment pay rent—and the cost of living has advanced out of proportion to wages, and that the rise in land values has been a detriment to the masses rather than good, that the few are the only ones that have been in position to reap the benefit, and that those who have done the work stand as they did before; a prosperous season having given them work, but leaves them no better at the end.

It requires no study of books on political economy to discover this, or a highly polished mind to be convinced that there is something wrong in human relations and that there is no natural reason why it should be so. The census of the year should interest all alike. The advent of the new year is soon old, as are the thoughts with many; this can and should be improved.

APPRENTICESHIP.

The future men and women are the present boys and girls. They, in time become the controllers of all that the present generation must leave behind. They must carry on all unfinished work, if it is carried on at all. They will reap much of both the grain and the tares sown by their predecessors. Certainly much of the future of the human race depends on how well they are prepared to do what becomes their duty. The better fitted they are the surer are the good results. The fact must not be overlooked. No selfish motive caused by present conditions or animal greed should cause it to be disregarded.

Young persons are best fitted to meet the duties and responsibilities of life when their natural inherent talents are the most completely developed, and any stumbling block thrown in the way to hinder or retard such development is nothing less than a crime against humanity, and to neglect to provide what is possible and practical to aid and promote such development is nearly, if not fully as bad.

The possible powers that may be developed in any individual, through proper training can not be estimated. The present generation may consider that they will not be benefitted by it, but they certainly cannot be injured and will take as much away when they die and the glory of feeling that they have done the world some good is of more value than any amount of treasure; in fact it is all that is worth living for.

Such, however, is not generally recognized; there exists a belief that "if another does not know as much or what I do I will reap greater benefits from my knowledge." Such is based entirely on a narrow, selfish view and a limited *understanding of* human affairs. It is unfitted for a progressive age. It is a stumbling block in the way of progress.

During the darkest ages of history this principle was most rampart. What knowledge there was was guarded most jealously, both of science, letters or handicraft. The restrictions of apprentices to trades was carried out to perfection by the trades guilds of those times. The condition that a person was born in indicated its caste in life. What is seen of that spirit now is but an inherited relic. The world has nothing to credit to its good for existing then nor will it now.

"Knowledge is power," ignorance is weakness. There would be less heard of oppression if there was a greater diffusion of knowledge–power. The oppressed have all to gain and nothing to fear from it. The skill of a mechanic rests in his knowing how, and education of hand and brain, but without the brain the hand would be useless.

All cannot know every thing or be able to do every thing, but all can have some part of useful knowledge and be able to do something in the highest degree which would make him stand as a peer to all because of his equal usefulness. There is no reason why the one apprenticed to a trade, to become skilled in its art, should not be recognized as standing on as high a plane as the one who enters a college to learn the science of medicine, surgery, law or engineering, nor why he should not have as equal, as high an educational preparation, for if it aids one it certainly must the other. This is being recognized. The idea that some youth must be better fitted for life's work than another is dying out, as is the idea that one occupation in life is more honorable than another. Those who enlarge the opportunities of the youth are

doing the most for the future of the race.

To a great extent, the opposition to such comes from the ranks of the very class that have the most to hope from it; that is through the trades opposition to industrial training schools, and to the improving and widening of a thorough apprenticeship system. The training school should be to the industrial trades what the medical college and free dispensaries are to the physician. They lay the foundation, but the skill comes through practice. If a proper view was taken of it, this opposition arising from thoughts of self, would from the same cause be turned to its favor and the demand become universal for a rigid training of every youth to the performance of something useful in life, that to which he is naturally best fitted. It is from a lack of this that many of our social ills are made possible. It is because of a helpless feeling of being unable to do something that causes many to submit to anything. A class who are used to the personal advantage of the few—they are men without confidence in themselves. Their talents failing to receive training and growth in their youth, perhaps the fault lay with themselves and parents, but most often because of restrictive social environments.

Oppressors of labor have not recruited the forces they use against resisting workmen, from the ranks of the capable, efficient men and women in any calling. It is from the class that is not wanted and would not be trusted at any other time. Reduce the number of that class by increasing the opportunities for all, at their proper age to acquire knowledge that will make them most practically efficient for life's struggle and a powerful defense is created.

It is not the policy of the employing classes to increase those opportunities, but on the contrary to rather reduce them by forcing young men into ruts, confine the scope of their knowledge of the industry they are engaged in to the parts the employer finds use for them in so that they will remain as dependent as possible, and helpless to resist oppression by change.

It has been argued against training schools that their students would be brought into the labor market by employers at the time labor difficulties arise, but those who advance that do not take into consideration the elevating effect that education has on humanity and that it is only a degraded man that can be used against his fellows, and those same employers use persons who should be getting knowledge now.

Every youth should have the opportunity to acquire merit, and in his manhood made to stand on it. The law now requires the one who practices medicine to show a proper certificate that he has served an apprenticeship in acquiring knowledge of his trade or he cannot practice. The lawyer must pass an examination before he can practice. There is no restriction of the number. The time spent in acquiring knowledge in those occupations will average less than most trades and requires no greater natural ability. Why should not all occupations be put on the same basis? Physicians are never heard to object to the number of medical colleges; most practicing physicians offer the service of their knowledge to them, "Their light shines none the less by shining for others," a truth applicable to every occupation in life.

There should be more attention paid by labor organizations and social reformers generally to this. Every one that assists the gain of

knowledge to his neighbor and fellow workman is aiding to improve social conditions and consequently his own condition. The one who enters on an apprenticeship and the one who enters a college should stand on the same honorable level in life and the road taken by one should as surely lead to an equally honorable station in life and be so recognized. The young man in an apprenticeship is the same as one in a college; both are sacrificing time for the gain of knowledge, which time is often wasted in both cases, but most often with the apprentice because there is no examination to be met, and there is a social idea prevalent around him, of which he partakes, that blinds many of them to the importance of making the best use of their time, an idea that it is only a question of time before they will reach a certain degree of efficiency anyway. It is the prevalent idea that must be changed as well as the extension of the opportunities to all to invest their time to a good purpose.

ARGUMENT OR BLACKGUARDISM.

Our comments on the federation of the "Supreme" in the November number has evidently thrown the editor of the *Locomotive Firemen's Magazine* completely out of gear, judging from the following found in its December issue.

Manifestly, the UNION PACIFIC EMPLOYES MAGAZINE has been shamefully imposed upon. Some insect got into its ear, or in close proximity to that organ, and poured into it a bucket full of slop about "the Federation of the Supreme." The UNION PACIFIC EMPLOYES' MAGAZINE has always, so far as we know, been an intelligent, earnest champion of federation. In its June issue appeared an article on federation worthy of and well calculated to command earnest and wide attention. The article captioned, "The Federation of the Supreme," which appears in the November issue of the U. P. E's MAGAZINE is as unlike the June article as the outpourings of a slop-bucket are unlike Niagara Falls. In the June number of U. P. E's MAGAZINE, we have argument, cogent reasoning, apt illustration; in the November issue, upon the same subject, we are treated to flatulent, vapid abuse, defamation, railing—to use a phrase—"jaw." Such facts lead us to conclude that some one with a hatchet to grind, being too small to wield an ax, has been able to vent his spleen in the ear of the U. P. E's MAGAZINE in the hope that his filth and falsehood would in some way inure to his benefit. We are not able to account for the appearance of the November article upon any other hypothesis, and this conviction is strengthened by the fact that as late as September the U. P. E's MAGAZINE, in article captioned "The Telegraphers' on Federation," treats the subject in a way so lucid and cogent as to convince us that it has been the victim of imposition; that some hypocrite or knave, by misrepresentations, persuaded the U. P. E's MAGAZINE to publish an article which not only does the MAGAZINE great injustice, by placing it in direct antagonism to itself, but is a flagrant indecency in so far as innuendo and covert falsehood and slander make such things indecent.

The article in the November issue of the U. P. E's MAGAZINE starts out as follows:

"Nine Grand Officers of three organizations of railroad employes met in Chicago, last June, supposedly to prepare a plan of federation for railroad employes' organizations, but succeeded only in federating themselves."

In the foregoing, we have term "supposedly," as if the meeting in Chicago, of the authoritatively appointed committees of the three great brotherhoods of "railroad employes" were in doubt as to the object of this meeting; that they presumed, imagined, conjectured, in regard to the purpose in view, and finally "succeeded only in federating themselves."

The innuendo, always the weapon of cowards, is found in the term "supposedly," and the falsehood, in the sentence "Succeeded only in federating themselves."

What are the facts? The nine men who met in Chicago last June, were the Grand Officers of the great Brotherhoods of railroad employes, viz: The B. of R. B., the S. M. A. A. and the B. of L. F. They did not meet for a *supposed* purpose nor "supposedly" for a purpose, but for an absolute, sharply defined purpose, and that purpose was carried out to the letter, and three great orders named, have, since the adjournment of that meeting, marched under the federated

flag, and to silence such croaking impostors as abused the confidence and credulity of the U. P. E's MAGAZINE, the Brotherhood of Brakemen, and the Association of Switchmen, in annual convention have endorsed the action of their Grand Officers, who in Chicago, in June last consummated *federation* and created the "Supreme Council."

In the foregoing we have exposed the mean mendacity of the charlatan who misled the U. P. E's MAGAZINE. The maxim in law is that one falsehood vitiates the entire testimony of a liar, he is not to be believed even when he tells the truth. Upon this theory we could prudently dismiss the creature who outraged truth when he played the part of "spotter" in the office of the U. P. E's MAGAZINE, and reported false statements and vicious conclusions relative to the actions of the men, who in Chicago, in June last, by authority and in accordance with the authority conferred by the organizations they represented, achieved federation. And yet, the impotent kicker, whose deceit secured the attention of the U. P. E's MAGAZINE, says: "Where they got their authority would be hard to say." Not hard to say, nor difficult to find. The task is an easy one and we proceed to perform it for the benefit of the U. P. E's MAGAZINE, confident that when the impostor again presents himself for the purpose of maligning the "Supreme Council," and of casting odium upon federation, that he will not be permitted to stain its pages with his falsehoods.

We speak for the representatives of the B. of L. F., who in Chicago, in June last, took part in organizing the Supreme Council: F. P. Sargent, Grand Master; J. J. Hannahan, Vice Grand Master, and E. V. Debs, Grand Secretary and Treasurer. Their authority to act is found in the following resolution, or "motion," adopted by the Atlanta Convention of the Brotherhood.

"Motion: That the committee having the matter of federation in hand be given *full power* to act in *all things* necessary to effect federation with the several organizations NAMED, and that they have *authority* to make such *concessions* and *modifications* in the *federation laws* adopted by this body as may be required to secure the approval of the other organizations. Carried.

This ought to be sufficient to convince the U. P. E's MAGAZINE that it has been victimized by an unscrupulous knave, who, if he knew the facts, withheld them from the MAGAZINE, and if ignorant of *them was* willing to concoct a scheme to *injure men who had in* no particular ex*ceeded their authority.*

The U. P. E's MAGAZINE is an organ of the Knights of Labor, and all loyal Knights are the advocates of law—without which no organization has any lease of life—and it is such facts that lead us to the conclusion we have arrived at—that some one, possibly professing to be a member of the B. of L. E., seeks through the columns of the U. P. E's MAGAZINE to stab law and wreck authority.

The great order of Knights of Labor, know what such opposition to authority means, and as we write, at Atlanta, Ga., loyal Knights are seeking, as best they can, under the leadership of their Grand Master Workman, to triumph over men, who, calling themselves knights, are denounced as as knaves.

So far, a fine sample of blackguardism overshadowing reason—a condition not generally to be expected in the *Firemen's Magazine.* He is certainly incensed at some one. In trying this some one person or persons he forgets entirely the subject he is talking about—he seeks the individual rather than the truth of a principle.

The writer has assumed an hypothesis. With nothing else to guide us but the above we must assume one or several, or it can be called a compound hypothesis in order to account for the evident desire to knock out some one by bullying innuendoes, rather than reasoning argument.

That the editor wishes to vent his personal spleen on some one and do it over our shoulders, or strike us while making believe strike some one else, or that it is an attempt to kill two birds with one stone. Any one or all being correct, it requires attention.

We know of no "knave, hypocrite or slanderer" of an "insect" that has been hanging around our office. If some one else so classifies a friend that may have called, it becomes our duty to defend him if we can learn who it is. We believe in federation with our friends, and if any are attacked because of what we say come to their assistance.

To substantiate the first hypothesis there appears on the face of the *Firemen's* remarks, the fact that the editor must have some one in his mind's eye to cause, primarily, his hatred to get the better of his judgment, and that he must have a cause for that hatred, and further that that person must be quite well known to him, and that to be well known to him is most likely to be quite prominent in the Brotherhood of Locomotive Firemen. Who can it be?

There is one in Denver that might be the one, though his name is honorably known wherever Brotherhood Firemen are. His record in the fight for labor's rights has caused him to be rated as "true blue" among the rank and file. His name is William F. Hynes. Is it possible that it is him? However, while he is a small man, by weight, he is no insect, and it would be a serious undertaking for anyone to prove him a "knave or a hypocrite." Still he has honored our office with his presence and we have found him always the champion of his organization and its laws, but let us rest on this point for the present while we go a little deeper.

A further perusal of the *Firemen's* December issue gives us food for thought and more material to substantiate our hypothesis. Under the head "Facts vs faction in matters of federation" is more regarding the "Supreme," and is called out from another source.

A letter from the "Office of General Board of Adjustment, Union Pacific System, Brotherhood of Locomotive Firemen" signed by the Chairman and Secretary, addressed to the Grand Master and Grand Secretary of the B. of L. F. appears, evidently a private letter from one branch of that organization to another regarding internal affairs, but in which the action of the *Grand Officers* in the formation of the Supreme Council is criticized and held to be inconsistent with the action of the General Convention. The letter and reply for some reason is made public—a very unusual occurrence. It is certainly a pointed, fair and masterly document, and the writer has no cause to be ashamed of it. It deserves a reasoning, respectful reply, which it does not get, but on the contrary an attempt is made to down it by ridiculing it, but the personale of the writer is not seriously attacked, but from its appearance at the time it has, makes it appear as the motive for the blackguardism hereinbefore quoted. The circumstantial evidence is very strong.

The Union Pacific Firemen state in their letter that the Firemen's Convention at Atlanta in 1888 adopted a plan of federation that called for the creation of a federal board on all railway systems, to include all labor organizations of railroad employes, and that the Supreme Council has ignored that action. This the *Firemen's* editor who is one of the Supreme, does not deny, but says that they (the Grand Officers) had "Authority to do just what they have done," and quote the same motion as given above, (The italics are his.) and throughout there is implied—if the plan of federation endorsed by the convention did not suit us we had the authority to change it, and what are you fellows going to do about it?

It evidently did not suit them, nor does any one that did or would propose or back up such a plan. This gives us additional points to bring out the solution of our hypothesis. Wm. F. Hynes was chairman of the committee on federation at the Atlanta convention that submitted the objectional plan. The plan originated on the Union Pacific System and received the unanimous endorsement of the

men on that system through whose influence its adoption was made possible. Thus the reason why some one should be hit at in this direction; why the U. P. Firemen did not get a fair reply. That any one should dare question their authority. That part of the subject will undoubtedly have plenty of attention from the parties most directly interested.

Turning again to our first quotations: "Supposedly to prepare a plan of federation." Yes, supposedly. Railroad employes looked to the meeting in Chicago to perfect a plan of federation, a general outline of which had been adopted at Atlanta; had been previously and afterwards discussed in hundreds of the various railroad employes meetings throughout the continent and approved. That plan's merits was recognized in the fact that it called for a federal relation at home, created a restraining and beneficial power where the masses of the men recognized it was needed. Did this result come from the Chicago meeting? No, emphatically, No!

"But succeeded only in federating themselves." What else was accomplished? Will the editor of the *Firemen's Magazine* try and show, leaving the blackguardism out, by the laws of the Supreme Council wherein the rank and file are in any way federated, where they reap any benefit, wherein the conditions now existing are made any different, where men live and act; wherein the relations between the different classes are improved, wherein the benefits from the moral effect, which is the greatest effect to be go from federation, reaches them?

If federation did take place at Chicago, as the *Firemen's* editor claims, and which we have not denied, then who was federated? *Did it reach* any further than *"themselves"?* Do we state it plain enough? Are there any "innuendoes" in that statement?

The editor refers complimentary to our remarks in the June and September issues and would lead his readers to believe that they were far different. There is nothing in either that implies anything of the "Supreme Council." In the June issue we say:

> A matter of so much importance does not deserve to be checked by the whims of any person or persons. The meeting to be held in Chicago in June we trust will formulate proper laws for the government of federal relations. The position that federation stands in on the Union Pacific evidences the fact that federation will be in practice whether they do or not on at least one railroad.

In the September issue we said:

> Federation does not place in the hand of the few the weal or woe of the many, but it is a banding together of the many that the few may not deal unjustly with one of its numbers. It *allows its leaders to act only as the masses direct.*

In the November Issue, to which exceptions are taken we said:

> Federation is a government of the rank and file, by them and for them. The Supreme Council, created under the circumstances that it has been, and *with the laws that it announces,* is only a mockery of the word federation.

Is there any difference in sentiment? Does it "antagonize itself?" Let the reader judge. We have quoted in full what the *Firemen's Magazine* said, for we consider it is of itself convincing proofs to show all who is trying to deal fairly.

In the November issue we further said:

> They created nine offices, so there would be enough to go around. They made laws, which they shrouded with mystery, for the guidance of the striking rank and file. They decreed that any of them having a grievance and concluding to strike, they must submit their case to them, as they, "The Supreme" said it should be, and dire vengeance will be heaped on the disobedient. These laws must be reverenced in secret. Vulgar eyes must not see them. They were evidently ashamed of them. Where they got their authority would be hard to say.

Is not every word true? Will the *Firemen's* editor deny that those laws were not for the absolute guidance of the rank and file who were ordered to keep them secret? Why secret? Has not the *Firemen's* editor been striving hard to prove his "authority" for the Supreme Council laws. Does not the motion already quoted, on which he anchors his hope, by its own text imply that the convention expected the committee to use common sense in making those modifications, that at least the general idea was to be followed? That the convention had in view the plan already adopted when the motion says "organizations named" and "to make concessions and modifications in the federation laws adopted by this body."

"Modification does not mean destroy and gave no authority to create something as different as an absolute monarchy is to a republic.

We said also in the November issue:

Either a very erronious idea of what federation is and what it is calculated to do, or a very large amount of egotism among "The Supreme" exists.

We see no reason to modify this from anything appearing in the December issue of the *Firemen's Magazine*.

We also said,

Federation must begin at the bottom, not at the top. Its foundation must rest among those on the engines, trains, tracks, in the yard, shops, roundhouses and offices. It is these that have trouble and grievances, and it is those who know what they are much better than any supreme council thousands of miles away. They must fight the battles and must be the ones to try and prevent them.

Will the *Firemen's* editor deny this? Will he show where "defamation, abuse, slop" or anything else but the straight truth rests in the above?

We said:

Federation is purely democratic. The monarchial feature cannot be grafted to it. The "*Supreme*" flavors it. Home *rule is the order in all* things possible.

Is not this true? Has not the members of the Supreme Council already declared their supreme authority that local lodges can do nothing toward local federation, or to even suggest it? Let us turn to another page of the December number *Firemen's Magazine*: Under the caption "Firemen's Meeting at Denver," we find:

It appears that on Sunday, October 27, there was held in the city of Denver, Colo., a meeting of Locomotive Firemen reported as being a meeting of Locomotive Firemen. We quote from the Denver *Republican* of Monday, Oct. 28:

* * * *

"The meeting was held in the hall of Rocky Mountain Lodge, No. 77, on Fifteenth Street, and lasted several hours, the object being to discuss the proposed labor federation now agitating the Brotherhood of Locomotive Engineers.

Now, we desire to say that the meeting which took place in Denver, reported as claiming to be a meeting ef the Brotherhood of Locomotive Firemen, was unauthorized and totally without authority to commit the Brotherhood to any proposition whatever. It had no *authority* to *submit any plan* of federation to the convention of the Brotherhood of Locomotive Engineers, or *any other body*, in the name of the Brotherhood of Locomotive Firemen.

* * *

Federation, so far as the Brotherhoods of Firemen, Brakemen or Trainmen and Switchmen are concerned, is an accomplished fact. Federation is established. Federation exists—is in operation. There is one way for organizations which desire to federate to proceed, and but one way. To submit any other plan in the name of the Brotherhood of Locomotive Firemen to any other organization *is an insult to authority*, and well calculated, if not promptly exposed and rebuked, to cast an insufferable stigma upon the Brotherhood.

Is there not a strong monarchial flavor in that? Further, in the attention given the letter from the U. P. Firemen the benefit of the minority one man rule is favorably advanced.

The Knights of Labor advocate law, but do not the venal kneeling to authority, nor does its officers seek to have laws enacted that binds its members to their supreme will. The Knights are seeking to decrease the necessity for laws by

broadening the intelligence through fair, open discussion of all questions.

But the editor of the *Firemen's Magazine* should be ashamed of his reply to all, on this question; the desire to chain reason by supreme authority is too plainly seen to doubt its object. There has no one been imposing on us. The editor is solely responsible for all that has appeared in these pages on federation. He believes that he has a little power for reasoning and further, that he knows something of the needs of workingmen in strengthening organized effort, and that it is not found in the centralization of power. He is willing to learn all there is to learn on the subject. He can recognize between argument and blackguardism, and sees nothing to learn through the latter except the character of the writer.

Let the editor of the *Firemen's Magazine*, if he is honest and wishes to give light on federation, drop his present method; take up what we said in the November issue or any other, and state wherein we are wrong in condemning the supreme council; show us wherein those benefits to be expected from federation is to come through it, and why federation should not exist on each system, be found on the engines, trains, tracks, in the yards, shops and offices, and why it is the policy of the supreme council to discountenance it. Let him drop the idea that some one is after him personally, and let the principles underlaying the government of labor organizations stand out. Let him answer his brothers on the Union Pacific basing the effect of what he has to say on the effect of sound reasoning rather than the effect of ridicule. Let *him* explain the workings of the *Supreme* Council in its hoped-for *effect* on the men that do the work, have the grievances, make the fights and pay for them. Don't iterate and re-iterate the statement that Federation exists without explaining how, when and why. If he can show it does all that is wanted he will make a doubter happy.

Workingmen are waking up and doing lots of thinking for themselves; they do not desire to run after imaginary things; they want to be sure, and they are surer of anything when they feel its effects.

THE *Brakemen's Journal* is now under editorial charge of L. W. Rogers, formerly editor of the Denver *Patriot*. We are pleased to see Bro. Rogers to the front again. He did noble work while in Denver to advance real federation among railroad men, and he will now again have a good opportunity to advocate it, and spread a knowledge of what it means. However, his attempt in his first issue in charge to sustain the Supreme Council may be politic for him personally, but does not correspond with his efforts for federation while in the West. We doubt very much whether he has yet had time to compare the supreme plan with federation, and perhaps, being somewhat rattled by his new surroundings, accounts for his first attempt at criticism. *He* surely knows better.

THE number of letters we have received from railroad men in different parts of the country regarding our stand on federation indicates to us that we are voicing the sentiments of the large majority. Two of these letters we publish in our correspondence pages of this issue, one from Salida, Colorado, and one from St. Louis, Missouri.

An Intelligent conversation indicative of knowledge is for the fool, what a mirror is for a homely woman.

ARE WE PROTECTED?

He who lets the world or his portion of it choose his plan of life, has no need of any other faculty than the ape-like one of imitation; while he who chooses his plan for himself employs all his faculties.—*Jno. Stuart Mill.*

Any one who gives the subject of protection rational thought must conclude that it grew out of the selfishness of a great number on the one hand, and the greed of a few on the other. Between these two great factors it is no surprise that in numbers at least, they are a grand success. Protectionists seldom if ever study any but self interest: this is the fundamental principle on which all their arguments are based, "another's loss is our gain."

They are eventually impressed with the idea that they are especially illuminated with divine wisdom, while others are left to grope in the shadows of nature. They are like the sinner who reads only religious books and keeps on thinking until he becomes a christian; after that thinking is not the road to heaven.

The greatest orator save one of antiquity has left it on record that he always studied his adversary's case with as great, if not greater intensity than even his own. What Cicero practiced as a means of forensic success, requires to be imitated by all who study any subject in order to arrive at the truth, for he knows only his own side of the case, knows little of that. The rational position for him would be suspension of judgment.

Hence, it is desirable that there are some young protectionists who have no idea what they are doing after they have joined the party, but go right on thinking—and this is the way free traders are born—until suddenly the neglected truths burst the bonds of public sentiment that have kept them down so long. To create an interest we must learn to discuss these questions, and as we have almost passed the personal phase, we must begin to weigh arguments, instead of exchanging epithets; they who really seek the truth *must be* the best of friends. Each must learn to know that his desire can never take the place of fact. The greatest offence in a discussion is to suppress facts, to misstate the elements of the case. And I am happy to think that some of our ablest controversialists observe this, and still a greater number are conscientiously striving toward it.

Protectionism teaches that the more work we do for foreign nations, and the less we allow them to do for us, the better off we shall be. We hear men lauded and enterprises advocated because they furnish employment; while many have the idea that labor-saving machinery has operated imperiously by lessening the amount of work.

Our savage ancestors show by their method in trading that they understood that in order to make a good trade they must receive what to them is of more value than that which they give, or that their imports must be more than their exports. Robinson Crusoe did not spend the time digging out his canoe, and weeks in tanning the skins and sewing them together because he wanted work, but because he wanted the things.

If you can imagine a Crusoe being afraid of having his industries destroyed by an American merchant landing a vessel at his island, leaving him books and papers and trading him a better boat in place of his canoe, or better clothing in place of his skins, a gun in place of a bow and arrows, you could also imagine an intelligent dog snarling at you when you gave him a bone, and wagging his tail when you took it away from him.

I am sorry to say that a great many fossils who advocate just such theories too often get into our Halls of Congress instead of the history rooms where they belong, where they would be interesting petrifactions, but poor substitutes for live men.

Free trade is beginning to teach the farmer and the wage worker to ask the question, are we protected by crowding the foreign manufacturers out of competition, so that our manufacturers may raise the price of their product, produced by the imported slave labor that took

the place of those whom they at first pretended the high tariff should protect.

Iowa and Illinois can raise an abundance of corn. If crops in both states are good, corn will be cheap, and yet we never think of protecting the farmers of these states in order that they may get higher prices. If Iowa should have an early frost, it would be the kind of blessing to the Illinois farmer that protectionists pray for. They are continually praying Congress to raise the tariff, and the higher they could get it the harder the frost to freeze out of competition the products of other markets. Think of a nation being afraid of our foreign neighbors bringing to our shores more wealth than they take away from us. Think of wage workers being afraid that they will do more work for us than we can do for them. What a terrible plight we would be in if like Crusoe we would have more time to read books and papers, or to go hunting and fishing.

Blaine is reported as being in favor of the revision of the tariff laws, provided such revision will not work an injury to any of our American industries. We shall look for an explanation as to how he will perform this miracle, when he writes his article for the North American *Review* in answer to Gladstone.

Free trade teaches us that if you take prosperity from one and give it to another—as the protectionists do with the tariff—it decreases the prosperity of one in the same ratio that it increases that of the other. It will teach those who study both phases of political economy, that in proportion that we produce an abundance of prosperity whether in this or any other country, and by proper laws seek to fairly distribute it. In just that proportion will the whole world be benefitted. In the study of the question I have been compelled, as in some others to not only change but to reverse some of my doctrines. I have now become interested in the welfare of every other person.

None cannot suffer loss without all *sharing in it.* The contrary principle *impairs the* symmetry of the moral universe, whose laws are as perfect as the laws which govern matter.

Protection to American labor sounds plausible, and it has so far had the desired effect.

The mouse trap, from all outward appearance seems to be the invention of some kind-hearted individual, who wished to furnish food for the little animal.

If you can imagine the inventor of the mouse trap weeping tears of joy over his work as he thought of the happiness he was providing for the mouse, your bump of imagination is sufficiently developed to imagine that capitalists would spend money to send lobbyists to Congress to raise the wages of their employes.

Protectionism has been invented, its traps have been baited with high prices for the one and high wages for the other. It succeeded in catching these human mice only to use them to further the interests of the few to rob the masses.

Some are honest and think that we can be taxed into prosperity. If the mouse trap as judged from outward appearance is a lie, the rational conclusion of protectionism will lead us to a similar verdict. The objects are synonomous. The traps in both cases are not to feed but to catch the mouse.

Every mothers son of them are free traders at heart; watch them in everyday life, you can see them get so enthusiastic to make their purchases in the cheapest market, that they often spend ten cents car fare in cities to save five on a purchase. It is the same when they have anything to sell.

There are certain business principles that are scientifically as true as the multiplication table; any one disputing them would be regarded as foolish. This is not a question of geography, these principles are the same the world over, they do not change with longitude or latitude; they harmonize with nature's laws and nature's laws harmonize with free trade.

Nearly every democrat who begins to manufacture certain articles becomes a

protectionist. A young man goes to some large city, and is bent on making his fortune; he first begins to talk about old fogies, and holds in contempt many of the regulations of trade; he loudly denounces monopoly, shouts for fair play, and is a real democrat. But after a while he finds that the tariff makes his business a success. When he has succeeded and lives in a palace with his name in gilt letters on his door, his monogram on coach and spoons, then instead of shouting for liberty, he will call for more police, he will then say we want protection, the rabble must be kept down. When his employes strike because they are poorly paid or overworked, he will say that the American laborer is not reliable, we must have reliable men, and he usually gets them if he has to import them from Italy or China. H. BREITENSTEIN.

ERGO.

"Self preservation is the first law of nature." Instinct guides the suckling babe. Heriditary experience helps it along. Whether the serpent ever understood the curse or not, it is inherent in man to detest and exterminate snakes. The experience of continued existence brings to the individual fuller appreciation of his own worth to himself—selfishness is engendered, and involuntarily as well as voluntarily cultivated.

If you or I don't see or know that Smith, Jones or Robison has a broken leg, neither of us feel pain. I estimate very correctly the nervous throbbing that exists in my own finger that has impeded the momentum of a hammer and transferred but a portion of that momentum to the plank on which it rested, but if Smith don't see or know it, it concerns him not. Nature limited the nervous system to one person or organism and I don't think nature made any mistake therein. It is all well enough to make an imaginary virtue, call it unselfishness, extol it to the skies, and appeal to men to work fewer hours for the sake of those who cannot find work, but it is unnatural. What other thing is there pertaining to man's life—either physical or mental that is the subject of a like appeal when it is as plentiful as work is in this world. Do you supplicate the friend who dines with you to leave off? Do you urge the frost laden visitor, as you welcome him, to use the comforting heat from the cheerful fire but charily? Do you insist on having but a portion of the volume you have just loaned, read? Why, then, try to persuade the workmen who are building the house over the way to begin work at eight and quit work at four? It ought not to be a crime to build houses. It ought not to be wrong for men to work six hours a day or ten hours, or twelve hours a day building a house.

It is altogether unnatural that one man or two, or any men beg or ask, or seek work, just as it is unnatural to ask one or two or any men not to work. There is the main difficulty in the solution of the labor problem. It seems to upset the laws of individual freedom, and make laws contrary to the natural order of things. The eight hour question would not receive much consideration with me, at any rate, for I am imbued with selfishnes, steeped in it; soaked thoroughly with it, if it appealed to my reason only through my sympathies. It has no right of appeal that way at all. If I am endowed with certain inalienable rights, among which are the rights to life, liberty and happiness, there is absolutely no call for any one to extend charity to me; and my fellow men are all alike with me.

Now, it is far from agreeable to me to work more hours per day than eight, or more days a year than 300, and when I come into my endowment I won't do it, either. That is how I feel about the pursuit of happiness, and about "eight hours for work, eight hours for rest, and eight hours for what you will." There are men presumably working ten to fifteen hours a day, that never did a day's work in their lives. They couldn't. They were built for mechanics, and the most intricate machinery they have ever touched has been a piece of sheet steel riveted to a hard wood handle. Their

opportunity may come, God knows! The shorter catechism asks, "What is sin?" and defines it, "any want of conformity into, or transgression against the law of God."

Now, I am almost afraid to paraphrase that and ask, what is work? I enjoy ridicule too well, to enjoy being ridiculed, but the question shall stand. "What is work?"

Work is strictly conforming to without transgression against, the laws of nature.

I am selfish, I think of my own wants. I do not want to be put to work with a ratchet to tap a ½ inch hole through two inches of solid iron, but, Lord love you! that's what the boss says to do. I do want to be set to work at lathe and planer to making little portable contrivances for drilling ½ inch holes through two or four inches of solid metal, but, Heaven defend us! my "inalienable right" hasn't materalized yet. Round posts in square holes! Square posts in round holes! How can a mechanical fit be expected? Will fewer hours help me to get out of pumping that cussed ratchet? There won't be quite so much of it, at any rate. That's one good. If I had a little more time of my own to use, maybe I would learn how to use it better. That's two goods. And if that ½ inch hole was wanted just as soon, some other fellow would have to help, and he would not be "the man out of work" and keeping my pay down, and that's the third very good thing, indeed!

On the other hand, I work 10 hours to-day; I get ten hours pay, and the other fellow—confound that other fellow, he's ubiquitous! He's here in Denver, and he's back in Massachusets, and he's in N. Y. I cannot leave him out if I consider myself. It costs him something to live and he does manage to live and bid against me for work. He's a selfish creature, too, or he'd die off. How does it come that he don't? Naturally, naturally; part of the time I'm the other fellow myself. R. T.

Every wrong, done us, which we fail *to resist, stamps* us as accessories to *every onslaught* on our personal rights.

SHALL THE ASSESSMENT CONTINUE?

I am very sorry that nothing was done towards the abolition of the hospital assessment imposition at the last District Assembly in Denver. It is a shame that an intelligent and competent body of men such as composed that District Assembly should take no steps in that direction, but seemingly are willing to be imposed on in this way by a corporation. You talk about the boarding house steals; they are no worse in principle, but are identical in their methods. It is forcing men to pay out their money regardless of their wishes or the result the loss of it may entail upon their families. So far as I am personally concerned the loss of this small amount is not noticed, and I would be willing to make an agreement with the Company to have deducted from my salary ten dollars per year for the benefit of the hospital fund as long as I remain in their employ, if they will allow me to make it voluntarily and not force me to pay a smaller sum. I know that I speak the sentiment of nearly if not all employes who are not already burdened to the full extent of their means as some of us are. You bring up the argument that the assessment of 25 or 40 cents per month is not especially for our own benefit, but that it has a *charitable element* in that it is for the good of those who are sick and injured. This is all very true so far as it goes, but charity should not begin in Denver, or Omaha, or some other to many, distant points, but at home, in each city on the line. I think Grand Island is a good representative town of the state and of the stations on the Union Pacific. I do not think we are behind any of them in any respect except perhaps in size and I know that the number benefitted in this city by the hospital assessment plan is by far in the minority of those who feel keenly the loss of the 40 cts. per month that is forcibly taken from them. There are many families, especially among the common laborers (so called) whose families are large and whose salaries are very small, who really suffer from the loss of this small amount, and who are not able to

give five cents per month as an assessment. If you wish this to be a charitable matter, why in the name of benevolence do you not make it so? Let each man, when he takes employment with this Company, state how much he is willing, (mark the word) willing to give annually for the support of this fund. Have this deducted from his salary the same as the premium on the Agent's bonds and such other deductions as are made.

This agent's bond business is another steal. Note the Chicago & Nortwestern's plan. See how much better that is. Make this hospital fund a voluntary one if you wish it to be a charitable fund in its full sense, instead of theoretically so. I say down with the boarding house steal and the hospital assessment imposition. It is a shame that such a corporation as the Union Pacific Railway should be guilty of such an action.

I got my ears pulled (metaphorically speaking) for showing up the Barney Pheeny case and I suppose I will get it again, if nothing worse, this time, so I will drop it by again stating that in the minds of all right-thinking men who revere the elements of the Declaration of Independence, this *compulsory assessment* is a steal from the purses of the poor, helpless employes; and is as disgraceful as the operations of the pickpocket and sand-bagger.

Did you ever look into the management of the Uniion Pacific Railway as compared with that of its competitors? It must be amusing to these competitors. But it is a source of sorrow and humiliation to the employes of the U. P., who are careful observers and who take a deep interest in the welfare of their employers.

It seems that each department is antagonistically arrayed against the others, the operating department against the traffic, the traffic against the passenger and so on. The operating department will not expend an extra dollar to make a hundred, and when the traffic department has secured a shipment which requires quick transit and extra good care, instead of the operating department taking cognizance of this fact, they seem to try to see how it can be delayed, by putting on extra heavy trains and making such slow time as to drive away the patrons to its competitors. For instance, one of its competitors will get a shipment of 10 or 15 cars and will not put another car between the engine and caboose but will make passenger train time or better through to destination, while when offered to the U. P. there will be 20 or 30 other cars put on the same train and 10 or 15 miles an hour made, thereby losing a patron which its competitor gains by his push and vigorous method. The curtailing of expenses in the operating department by this method will doubtless show very well when presented to the meeting of stockholders, but how will the resources and earnings compare with that of competing lines who jump at every chance to lay side tracks to new patrons' business sites without expense to the patrons and which the operating department avoid by every artifice known to management.

The next question that presents itself is, how will it affect the employes? Their salaries will be reduced to the lowest minimum, and reduction in force will also be made to correspond with the decrease in business. These are serious questions for us all to ponder over and the preventive seems to be beyond the reach of any or most of us at least.

A. KNIGHT.

GRAND ISLAND, Nebraska.

Don't suppose that people are hostile to you in the world. You will rarely find anybody designedly doing you ill. You may feel often as if the world is obstructing you, more or less; but you will find that to be because the world is travelling in a different way from you and rushing on in its own path.

The covetous man heaps up riches, not to enjoy them, but to have them; and starves himself in the midst of plenty, and most unnaturally cheats and robs himself of that which is his own; and makes a hard shift to be as poor and miserable with a great estate as any man can be without it.—Tillotson.

RELICS OF BARBARISM IN ORGANIZED LABOR.

It is the relic, not the barbarian that I scorn; the barbarian was a great improvement on the beast. I do not scorn the past, we owe much to it. It is the soil into which root all the beautiful products of to-day.

The chipped arrowhead of our savage ancestors was the beginning of the mechanics chest of tools. The first man who found his way home from the chase by marking the position of the star by night or the shadow by day, was the promise of the astronomer. The child chasing a butterfly across the field is the forerunner of the man that chases across the years of life the ideals of use and beauty that haunt the brain.

The barbarian is man before the light of liberty or the beauty of justice have thrilled him with joy. A relic of barbarism is infinitely worse than the real; it is a monstrousity, a fossilized failure of nature, a standing sign of its imperfections. Guided by selfish motives his sympathies are bounded exclusively by those of his clan. If he were a cannibal he would kill and eat those of another tribe. The modern relic, the last remains of the spirit of prey, owing to their mental blindness, are with us still, and it would seem they were here to stay. Imbibing the spirit of the ancients they have organized themselves into an aristocratic, highly refined and cultured (?) organization, and ever since have been in a state of nervous anxiety, for fear their reputations will be soiled by the company that shares their intellectual convictions.

Much of the progress they have made as an organization has been made, because, when they had grievances, they usually settle with their employes with a definite understanding that their first duty was to the employer, and the next was to form no tangling alliance with other workers—especially "the common labor."

In all professions men are not born full fledged; those who rise step by step without dragging others down on their *march to the advanced* positions they hold are to be admired. Only those that are often dragged down are not admirers of the loftiness of those above them.

The soldiers in the army of organized labor have more to fear from such a body, than from oppressive corporations, for they wear our uniform and yet have been known to fight on the other side. We are confused and weakened by this deception.

After many years of study of their positions these sentiments have found utterance through me. I have thought out these convictions and now utter them *long and patiently*. I am glad to say they have many among them who are liberal enough to extend to others the rights they claim for themselves until they became so they could have no perfect respect for the honest opinions of others on the labor question.

But there are still too many who only exhibit their liberality when they want the assistance of those whom they have otherwise totally ignored. Such men must throw aside their pretensions to be liberal and instead have their pretensions branded as hypocrisy gone to seed.

I speak this word against them in hope that it may save others from being deceived. I enter my protest although I am aware that without those whom they keep away from them they will be as helpless as a baby pounding a mountain.

The state that takes the sword against liberty pierces its own heart. The Czar of Russia was not killed by nihilists, he simply committed suicide. England in its oppression of the Irish people is digging her own grave. Germany with its rigorous measures against Socialists is pronouncing a sentence against itself, which the justice of humanity will most surely perform. There is a moral to all this.

The engineers have too long shed showers of tears in behalf of their employers in times of trouble, but not a one for some of the nobler of their banished employes outside of their own organization. They must learn that labor is honorable; we can know no low

labor, and we must continue to lop off all limbs of distinction from this tree of ignorance. We were once led to believe that there was but a thin veil between us, but this can only come about when they see a little more clearly. We may yet hope to find them on our side.

JUNIUS.

LONDON AND STREATOR.

The strikes of the dockmen and the miners in these two places exhibit some contrasts, and at the same time show the degradation of labor as to earnings. What the Londoners demand is an advance which will pay them 12½ cents an hour for a day of nine hours, and 16 cts. an hour for overtime. It is thus seen that what the dockmen are striving for is a contract which will permit them to earn $1.08 per day.

The Streator miners are, so far as the amount of pay is concerned, in much better condition. If their demands are granted they can, in a day of nine hours, earn $2, or almost double what is demanded by the London workers. That is to say, the Streator miners would be satisfied with $2 a day—which they will not get—while the London operatives only ask $1.08 per diem.

This rate of wages demanded by these various strikers would seem to the ordinary observer to be a miserable pittance, and indicative of a rotten condition in the industrial system in which it prevails. So far as the miners are concerned, even if they can earn a nominal $2 a day, the actual amount is considerably diminished when the discount of their store orders is taken into consideration. The discount in this kind of a deal leaves a dollar not worth more than 80 cts. or $1.60 a day.

It is obvious to any fair-minded person that wages in England of $1.08, and in Illinois of $1.60, mean penury, insufficient food and incessant suffering. There is something wrong—radically so—in a condition in which these things are permitted to exist. That disaffection, unrest, and rebellious views should prevail is not to be wondered at. The dock-slaves who are on a strike to force their earnings up to a trifle over one dollar per day cannot but contrast the beggarly amount of their wages with the luxurious profusion enjoyed by their employers.

The same is true in the Illinois mines. The miners find that from year to year, even at the best, they never advance beyond gaunt want; their wives and children are rarely well clad; they labor assiduously from year to year, and find themselves at the close of each, nearer old age and no richer in accumulations. At the same time, they cannot but see that their employers are not ragged, that they do not sicken and die of low fevers, that they are not sent to the poor house when they are sick, or to pauper burial grounds when they die.

It may be that competition regulates all this, but the pauperized laborer is not able to see how it is that competition works all one way by making the rich richer and the poor poorer. It is a scandal in a wealthy country like this and in England, when men are compelled to resort to the ruinous resource of costly idleness in order to force their compensation to living figures.—*Chicago Herald.*

The claim of Englishmen that iron rails were first used among the miners of Great Britain in the eighteenth century is not founded on facts because recent searches have brought to light that the English are at least two hundred years behind in that respect. In an old book published in the year 1541, by Sebastian Munster, under the title *Weltbeschreibung*, or "Description of the World," is an old print that shows clearly that the miners of Upper Alsace Germany, were using rails for the transport of ore and it can be seen that the Alsacian miners were so far ahead as to use iron wheels. Munster dwells at length in his Latin-written book about the life in an Alsacian silver mine and gives the rails a somewhat obscure name: Instrumentum tractorum. Car, rails and wheels closely resemble those now in use.

LEGAL DEPARTMENT.

NEGLIGENCE OF R. R. CO.—EVIDENCE—JURY.—1. In an action for negligently causing the death of a brakeman in defendant's employ, it appeared that the defect in the brake, by which the accident was alleged to have been caused, could be easily seen on looking at it, or attempting to handle it, but it was not shown that deceased had ever seen it before the time of the accident. It appeared that he had two or three minutes only in which to determine whether to use it, during which time he was uncoupling cars, regulating their movements, etc. The brake could be used safely with moderation, but under strong pressure was dangerous.

Held, That the question whether the deceased knew of the defect, and used the brake notwithstanding such knowledge, was for the jury.

2. Where there was no direct evidence that the deceased death was caused by the defect in the brake, but one witness testified that he had one arm around the brake lever, and and was pulling on the brake immediately before he fell, and another witness saw him standing on the car near the brake just before.

Held, That the qnestion whether his death was thus caused was for the jury. PHILADELPHIA &C. R. R. CO. vs HUBER ET AL. PENNA, S. C., Oct. 17, 1889.

NOTE.—The jury decided that the defective brake was unknown to plaintiff's husband and by reason of its defective character he met his death, and this court affirms their ruling. While this case turns largely upon the evidence the rule of law is that the masters must use vigilance to keep the cars and appurtenances thereto in good and safe condition; and an omission to do this renders a company liable for an injury occasioned thereby, *unless the defective condition of said car is known or could have been known by careful inspection by the employe.* This rule of law is of very great importance to men working with dangerous machinery. If a defect is known to an employe it is his duty to refuse to operate it, and if he does do so it is at his risk. In proof of this rule see the case of Karrer v. R. R. Co. reports in this issue.

MASTER AND SERVANT—INJURY TO SERVANT—DEFECTIVE CAR—ORDERS—RULE OF LAW.—Plaintiff, an experienced head brakeman was ordered to get a car from a side track. He testified that he noticed, as the engine approached in accordance with his signal, that the draw-bar of the car had fallen, and was too low; that he tried to lift the bar with his knee, and failing to lift it high enough its edge slipped on the edge of the draw-bar of the car attached to the engine, and his hand was caught and crushed; that he saw the defect as soon as he looked at it, and, if he had looked before the cars came together he could have seen the defect and stepped out, but as it was he had time only to make the coupling as well as he could. He had a lantern on his right arm, and made the coupling with his left hand. The company had given him a printed order that each employe, before exposing himself to danger must examine all machinery, cars, etc., satisfy himself that they are safe, and that he should take sufficient time for such examination, and should refuse to obey orders exposing himself to danger. Plaintiff was acting under no orders as to the manner or time of coupling.

Held, That the plaintiff discovered the defect in time to have saved himself, and by reason of his voluntary act he assumed the risk, and for his injury no recovery can be had. (Karrer vs G. H. & M. R'y Co., Mich., S. C. Oct. 11, 1889.)

MASTER AND SERVANT—NEGLIGENCE—ASSUMPTION OF RISK—TURN TABLE.—The plaintiff, an employe of defendant, was engaged in turning an engine upon a turn table, with the assistance of another engine upon an adjoining track, a stick being placed between them, which was held by the plaintiff. When the pressure was applied, the engine on the table slid or ran off, and became fast in the curb. The stick broke and plaintiff was injured between the engines as they

were suddenly brought together. The evidence tended to show that the turn table was in bad order, and unsuitable for the use required, and that the manner of operating it by the aid of another engine was authorized by the defendant company.

Held, Under the evidence in the case that whether the defendant was guilty of negligence in respect to the condition and use of the turn table, and whether the plaintiff was chargeable with contributory negligence were questions properly submitted to the jury.

Held, also, Upon the case made out by the evidence that it was open for the jury to find that the plaintiff did not know or appreciate the risk of the work upon which he was engaged, and that in the exercise of reasonable care he was not bound to understand or appreciate the danger. Judgment for plaintiff affirmed. (McDonald vs Clue, etc., M. & O. R'y Co. Minn., S. C. Oct. 2, 1889.)

NOTE.—It is the duty of servants to use reasonable care to inform himself in respect to the hazards to which he may be exposed, but unless the risks are patent he is not under the same obligation to know the nature and extent thereof as is the company.

INQUIRIES TO SERVANT—AGE—CONDUCTORS' ORDERS—CONTRIBUTORY NEGLIGENCE.—In an action to recover for personal injuries resulting to an employe wherein it is alleged that the defendant company was negligent in employing plaintiff as brakeman because he was not of age, and without experience or knowledge of the work; that the conductor, whose orders said plaintiff was bound to obey, on a dark, cold night negligently ordered said plaintiff to uncouple an engine from the train while the same was in motion; that plaintiff was without any proper rules and regulations to govern him; also without proper instruction or information as to his duty, and the dangers of his employment; that he was without any knowledge of the dangers to which he would be exposed in obeying said order; and that it was negligence to order the engine uncoupled from the train while the same was in motion, and being run at an unusual rate of speed. Plaintiff had judgment for $5,600 and the company appealed.

Held, In an action for negligently causing an injury to a brakeman in defendant's employ, evidence of what a witness knew from his experience on various roads concerning the general custom as to the brakeman's duties in obeying the orders of his conductor is admissible, where it does not appear that the printed rules furnished to defendant's brakemen contained any rule on this subject.

2. When a fellow brakeman was instructed by the conductor to tell plaintiff to "cut off the engine and stop the train for the crossing," and that the fellow brakeman did so without informing plaintiff from whom the order proceeded. Such evidence is admissible, and for the jury to say whether plaintiff might reasonably have understood the order to be from the conductor.

3. That the giving of such an order by the conductor was not negligent, when it appeared that the engineer had explained quite fully to plaintiff how to make that particular uncoupling immediately before the accident, telling him to take hold of the handle and secure a sure foot-hold at the end of the car, and to safely secure himself before giving the signal to move the engine.

4. That it was not negligence to employ plaintiff because he was inexperienced, when it appeared that he was 22 years old, physically and mentally qualified for the duties of a brakeman.

5. Notwithstanding such uncoupling might have been made by stopping the train, it was not necessarily negligence to require plaintiff to make it while the train was in motion, when it appeared that that was more practicable, and the common practice under the circumstances.

6. That the fact that the engine pulled away from the train very quickly does not constitute negligence, as the purpose of detaching it was that it might move in advance of the train. Judgment re-

made it possible for you to betray them, by publishing a correspondence on strictly Brotherhood matters, yes, and before your editor had conceived its beneficial influence.

The name of Frank Walton, Sec'y, attached to that letter was the same man that threw himself into the ranks with Bro. Debs, in the discussion with the B. of L. E. on the "objectional clause." He did his part ably and courageously but above all he done it sincerely. He evidenced the same qualifications in connection with the General Board of Adjustment.

But Bro. Debs admits of no sincerity where he is opposed. He has besmirched the columns of our Magazine without a vituperation that would do credit to the street arabs of New York. Shame! Shame! Drop the rule or ruin policy, and give us reasons, if you have any, why the Union Pacific men cannot be heard without abuse and slander heaped upon them.

Brother Debs' interpretation of the word "modifications" as expressed in the motion on which he rests his hope for defense for violating the laws of our convention, is stretched to such an extent that it becomes unrecognizable. Wherein was the use of the Atlanta Convention spending so much time in framing and adopting plans of federation if the Grand Officers can at one sitting destroy the entire fabrid, to gratify a personal ambition? They had "full power to act in all things necessary to effect federation with the organizations named," did they act like men who were honestly endeavoring to effect federa- with the several organizations named? Did they invite the several organizations *named?* They had full power to do so, in order to "secure the approval of the other organizations." What did they do? They "modified" it so it was impossible for the other organizations to come in. Where then is the systematic federation as adopted by the convention, and for which that motion was intended to secure. Read it again, Brother Debs, read it again. That motion is the worse weapon that you could possibly have taken for your defense. When a man is advocating what he knows is wrong, he gives abuse and slander in lieu of logic, that is if his character will permit him to descend to it. However, he deceives no one, and only succeeds in attracting contempt and pity.

JUSTICE.

EVANSTON, Wyo., Dec. 20, 1889.

Editor Magazine:

There is great interest manifested here owing to our long silence, some believing we are scared out, but such is not the case. The Magazine is read here by all classes and continues to be a power in the land. Many of the evils we have complained of have been remedied and a good feeling seems to exist.

The shops have been running fifteen hours per day for some time past, for with the small number of mechanics employed the work has been considerably behind. Engine 806, that was ditched at Hampton is being mounted againe. Engine 952 is being overhauled, while repairs in the round house are being rushed night and day.

Master Mechanic Dunn has returned from a trip to California looking fine.

William Needham, brakeman was killed on the Almy run on 15th inst. The deceased belonged to no order, had neither relatives nor money. A subscription was found necessary for decent burial, to the eternal disgrace of the U. P. management.

Ed. Lindley has resigned the foremanship at Green River and is running on the Park City branch.

John Johnston, our old apprentice coppersmith, who lost a hand by the premature discharge of a cannon has got possession of Roebing's paper and cigar store by his great popularity and business qualities. He is doing a thriving business.

There has been a good deal of sickness among the shop men this fall, many of whom could not stand the overtime. The round house is in a horrible condition, it is nothing unusual to see men floating around on planks trying to put in driving springs. We hope the Government directors will catch this fsr their report.

Thos. Moore, our popular caller has lost considerable time with sickness in his family.

Professor J. Burke, our night-caller is arranging for a grand masquerade ball on Christmas eve. Jack is one of the old masters in his line.

WAHSACH.

SHOSHONE, Idaho, Dec. 20, 1889.

Editor Magazine:

Nothing of great importance has transpired here during the past month; still, as this is the close of the year, and a new correspondent will be appointed to chronicle the news of this place for the future, we will try to make up the small happenings of the past month, in order that the new correspondent may start with the new year.

We had a visit from that philanthropist of the Union Pacific, Mr. Cushing, on the 11th. What he intends doing will be known in the future. He acts as though he was after somebody's scalp, but don't know how to get it. His short time policy of last summer is beginning to have its effect and overtime is a necessity.

Our foreman, Mr. Edgecomb had some difficulty with a boilermaker who started to work here about the 5th of the month, which ended in the man quitting, notwithstanding the endeavors of our foreman to induce him to stay. It looked for a while as though the entire boiler shop were going to quit or be discharged, but matters were finally adjusted somehow and everything is running as usual.

We learn that there is some discriminating in the blacksmith shop in the distribution of overtime. Some of the least objectionable to the foreman or favorites getting it all.

Work in the machine shop is rushing, the object being to get the engines out as soon as possible. As we have only two left in the shop, (the 583 and 975) it will not be long till they are

gone. During the past year the force at this place has been gradually reduced until it is now "shrunk" so small that it will be impossible to reduce it any more without abandoning the shops. As these shops have the capacity for doing five times the amount of work that is being done here now its looks like very poor economy to do so little here while other shop are crowded as they are at present.

3810.

ELLIS, Kan., Dec. 23, 1889.

Editor Magazine:

I wish you all a Merry Christmas and a happy New Year.

Well, I am a little later than common this month with my letter so will have to make it short and sweet.

Business has been good for some time now and the boys are drawing big pay. About this time last month the 736 and 713 were on the road to the city to be repaired after the wreck, and yesterday the 713 arrived home again all O. K. and they say the 736 is out also; that shows they are working lively down there. Engine 714 is back also but they didn't fix her so she would run up here, so they just put her in shape so she could.

Engineer H. Eob knocked the left front cylinder head off from Engine 426 and done her up so she had to get a new cylinder entirely. Engine 712 is having all sorts of luck, some how they cannot get her in shape so she can do anything, has to be rebuilt every trip almost, but Hurley has fixed it up now; he just got her in shaye so she could get out west and then he traded her off for the 622 and she goes in the shop.

Engineer —— traded the 785 up west for the 739. She is running here now. Engines 610 and 785 came out of shop this month, and 660 and 622 go in. 708 is looming up with new half side sheets. Engines 741 rnd 739 have gone down the road to be repaired.

An improvement of a new tar and gravel roof on the new part of the round house on the south side.

An improvement in the waw of an extension of the round house to make room for these large engines with the doors closed would be a good thing, at least this time of year.

Well, the large driving lathe is in position at last and Machinist Osborn says she is a daisy. Guess the wheels from 622 will be the first ones to get turned.

One of those latest patent, double spoon handled, back action, trip hammered, centrifugal screw action snow plows, called by the name of Omaha arrived Saturday in charge a Kansas Valley engineer, and from what can be seen of her outside, should judge that the engine is powerful enongh to run that screw throngh most any snow bank they come across, but I don't feel like I wanted to see the snow fall just to be able to see it work.

The annual K. of L. Ball came off at the Opera house on the eve of Nov. 27th, and it was the largest ball or one of the largest ever given in Ellis. It netted a little over $100 and everything went off smooth as a peeled onion. The band boys give one on Christmas Eve and it will be a mask ball. Then the firemen follow with one on New Years Eve, so hurrah for the holidays, old Xmas is here. ALEX.

DENVER, CoLo., Dec. 23, 1889.

Editor Magnziae:

Work still rushing is the report from the shops here, overtime enough to satisfy the most greedy, a condition of affairs that does not aid in improving general conditions any, hence, matters are not extraordinarily smooth.

The new shops appear now to be a certainty. They have broken ground for them and they are to be out near the hospital, consequently land values have risen in that locality. Who are the ones that cause this and who will reap the benefits?

It is to be hoped that with the new shops there will also come a something that will cause a systematic rather than the present chaotic conditions in shop management. New shops alone will not do that. Denver shops, from natural causes, should have the pick of the workmen of the world.

The Rio Grande is paying a higher average than the U. P., and a machinist that is not worth $3.25 they do not want at all, and efficiency in a workman rather than cheapness brings their cost of repairs down far below the U. P. at this point.

A foreman over car inspectors nights, named Quigley, appears to have the natural gift of making all who come in contact with him, hate him; he should be set down on, that ability is not necessary for the conduction of of any work.

I trust the new year will be a happy one to all.

TIM.

STOUT, Colo., Dec. 23, 1889.

Editor Magazine:

I am very much interested in your Magazine, and seeing nothing from your correspondents of this industrious little burg; thought I would "fresh enough" to send you an item or two.

This is a departure from my regular vocation; but never mind, your readers will understand that. In my stay in this busy hive, I have found Stout interesting and instructive.

A person may be taught lots of things here that he never would have the chance to learn anywhere else. We have here, expert men at all the branches of the trade. Men who work the churn-drill with the regularity of clockwork. Expert men to handle the stone produced, both by hand and steam. All machinery has been moved from the Stout quarry to the North, and at present they are producing the finest stone, both as to flagging and buildfng, in the market. About twenty car loads leaves here daily and oftentime extras finds their way to Stout. We are working on the nine hour plan at

present; I must say it does not meet with general favor. You will understand that the reduction in the wages still leaves the same $5.00 to pay for board; however it is only for a short time I am told.

You will find here a mixture of nationalities, more so perhaps than at any other place on earth. You can hear the scream of the American eagle, the roar of the British lion, may be hear on Capital hill, and the meet us half way, you know, is English. One hears the harp of old Ireland tuned every night and the "Rocky Road to Dublin" played with a "Come and See Me, Mike?" Here the Scandinavian holds the traditional cabin home against all comers, and "Svenka i er, Svenka." The fat German is here, and though at present not plentiful still he thrives. We have the Bohemian here; the Dutch are also represented. The descendants of Burns are here, but what we have of the Scotch wears breeches. Last but not least comes the Fins, a hardy race from the North, whose pilgrimage to America is continuous. They are a strange people, subject to Russia's iron-rod rules. They are never known to get enough of Americanism to become citizens; are noted here as good workers and are very clandish.

Your many readers would perhaps like to know who runs this miscellaneous collection of humanity. S. F. Rhoads is the man that stands at the head with the superintendent after his name. He is a gentleman who stands well with his men, both for his business qualifications and pleasant address. He is a man that makes things "git."

J. F. Rhoads comes next, a splendid fellow, handy as a pocket in a shirt and shares his brothers business qualities. At present he is tussleing with a very bad cold, or else is practicing a piece for Christmas.

Ed. Welch is the high, expert bookkeeper for Stout, Buckhorn and Redstone. He is called very smart and I guess he is. Harry Sweetman, a dark-skined son of Holland, is our bookkeeper and gets along well with all classes.

The grand old man is here, though of late he has retreated into his little shell, as it were, but only for a time. Don't fool yourself boys, bye and bye his voice though not musical is wondrous strong and you will get the benefit of his repose. He is getting to be an old man now(?), the fire of his eye is still keen, his tall form is still straight as an Indians, yet is carries on its shoulders a head whose face is marked by care and its two is very bald.

I must mention a new addition to our government, shipped out from Omaha, Mr. McBride. He is an old hand in the employ of the Union Pacific, having worked for the company over 18 years. He may have a good deal to learn about the stone business and lots to forget about himself before becoming an expert in the stone trade. He will "git there just the same."

The force at Stout consists of 125 able bodied men and the coming Spring will see twice that many.

F. W. Volentine, of Fort Collins, feeds the hungry here. He was formerly in the butcher business at Fort Collins but since coming here, and finding that he could make a living at keeping boarders, has given up the butcher stand. In connection with the boarding house he is breeding hogs, which I am sure must pay him quite well. A brother of Mr. Volentine keeps the boarding house at the Red Stone quarries near La Port.

Thanksgiving was a working day with us, though the boys contrived to put in some good licks after nightfall.

There will be a dance and supper at the K. of L. hall Christmas eve., backed by the Assembly. A good time is anticipated.

The Messrs. Lindman and Johnson met with a mishap the other day that came near proving serious. Johnson is the proud owner of a filly whose speed is something marvelous, say three miles an hour. Though not much of a goer she is a good kicker and can do up a buggy in short order. Lindman says she is a daisy, but the next time he goes riding with Johnson he will walk.

Some of the K. of L. boys goes East to spend Christmas. I hope, sincerely, they may have a good time.

There is a certain party on a certain ledge in the North quarry who can afford to boss two gangs of men and do it for less than what is paid one boss. I am glad to say that his offer was kindly rejected.

Wishing all the readers of your Magazine a Merry Christmas and a Happy New Year, I am sincerely, Yours, RALPH.

WESTERN WISDOM.

The way to get rich with a rush is to go slow.

Your friends punish you more than your enemies.

Many a man knows a dollar by sight who does know its value.

When you look at some people the first thing you think of is a club.

Don't try to drown your troubles in the cup: troubles are great swimmers.

The first time a man is called Baldy the thought of a fight comes into his head.

It is easy for a mean man to say that the people dislike him because of envy.

It is safe to say that no girl ever went to a party without wearing something that was borrowed.

There is a coarse streak in every man that lives; it is bound to crop out if you know him too well.

The two ugliest things on earth are the man who looks like a girl and the girl who looks like a man.

The woman who takes three hours to dress for a party may be vain, but she will never wear short hair or try to act like a man.

Every man knows how mean he is himself, but he is not absolutely sure about his neighbors; hence his fondness for gossip.

It may be of interest to note that not one of the officers of the Brotherhood of Locomotive Engineers elected at the Denver meeting lives west of the Mississippi river.

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